**Weather**
Moderate northerly winds. The maximum temperature yesterday was 40.7 and the minimum 32.7, the figures for the corresponding day last year being 41.9 and 35.6.

# The China Press
大陸報

Today's Newspaper consists of 36 pages in three sections

NO. 2587 VOL IX. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 未年十一月十九日 SHANGHAI, SUNDAY, FEBRUARY 8, 1920 大正四年 第三種郵便物認可 20 CENTS.

## BERLIN SAYS VON LERSNER ERRED: WILL PUNISH HIM

### Paris Envoy's Refusal Of Allies' War Criminal List Disavowed

### VIOLATED ORDERS

### Special French Courier Rushes To Germany With New Notes

### MAYER RETURNS

### Formally Instructed To Accept Documents That Were Rejected

(*French Wireless*)

Paris, February 6.—The Berlin Government yesterday officially disavowed Baron von Lersner's action in refusing to forward the list of war criminals to Germany. Herr Mueller, Minister for Foreign Affairs, sent specially for M. da Marcilly, French Charge d'Affaires, to whom he declared that the head of the German delegation had acted contrary to the instructions given him. Herr Mueller added that the German diplomatist would be punished for his conduct.

The Ambassadors' Conference decided that no time should be lost in conveying the diplomatic documents which Baron von Lersner had refused to receive to Berlin and accordingly a special courier from the French Ministry for Foreign Affairs department was despatched from Paris on Wednesday night for Berlin, where he was due to arrive last night. Baron von Lersner traveled by the same train. M. de Marcilly will no doubt hand the list of war criminals and the covering letter to the German Government today.

***Berlin Instructs Mayer To Accept Allies Note***

Paris, February 6.—A Berlin telegram states: "The German Charge d'Affaires at Paris, Dr. Mayer, is returing to Paris on Thursday evening. He has received formal instructions to accept that note concerning the surrender of war criminals.

"The Government has summoned the leaders of the various groups of the National Assembly to meet on Saturday with a view to deciding on the date of the convocation of the Assembly to discuss this question.

"In the meantime the Government hopes to be in possession of the full text of the Allied note without which no decision can be taken."

***Reply To Netherlands To Be Delivered Soon***

Paris, February 6.—The drafting of the Allied reply to Holland's refusal to extradite the ex-Kaiser may be regarded as completed but it is announced from London that the reply will not be handed to the representative of the Netherlands Government before the next meeting of the Allied Premiers which takes place in London in about ten days time.

The Matin says that M. Millerand will leave for London in the middle of next week and that the first conference of Allied Premiers will take place next Thursday, when Signor Nitti, the Italian Premier, will be present.

## Party Leaders Want Congress To Hasten Treaty Settlement

(*Reuter's Service*)

Washington, February 2.—The Republican leaders have decided to unite with the Democrats in the movement to bring the peace treaty back before open session of the Senate. Senator Lodge has given notice that he will move a resolution on February 9 in favor of suspending the rules of the house in order to proceed with consideration of the treaty.

**LEAGUE MEETS FEB. 11**

(*French Wireless*)

Paris, February 6.—The second session of the Council of the League of Nations opens at St. James Palace, London, on February 11th under the presidency of M. Leon Bourgeois. The opening meeting will be public.

Important questions will be discussed in the course of the session which will last three days, notably those relative to the Sarre Basin and Danzig. The discussion of these matters will be private.

## Japanese Easy Heirs To German's Achievement In Province Of Shantung

### Falling Into Possession Of Remarkable Rich Territory Developed Through Teutons' Industry They Are Working Rapidly Towards 'Japanisation'—Great German Police Dogs In Tsingtao Conceive Bitter Enmity For Them

By JOSEPH TIMMONS
(*Universal Service*)

WHAT is Tsingtao like? It is a splendidly built modern city. Within its small compass it is a finer, more substantial city, a more impressive city than any city in Japan. Tokio, Yokohama, Osaka, Kobe are squalid, scraggly overgrown villages in comparison.

Tsingtao's harbor is a finer harbor than any in Japan, more commodious, safer, and better improved than any one harbor of the island empire.

Back of the harbor lies the rich Province of Shantung with vast plains and valleys lying between its mountains, richer in agricultural products than all Japan. In the eastern portion are the fertile valleys of the Yen-ho and the Shu-ho, flowing southward to the Yellow Sea, and of the Wei-ho and the Siao-ching-ho, flowing northward to the Gulf of Pechili. Between the Yellow Sea and the Gulf of Pechili a great broad arm of Shantung is thrust, a hundred miles wide, two hundred miles long, watered by hundreds of small streams. And the western half of the province lies in the immensely fertile valley of the Yellow river, the Hwang-ho, which flows past Tsinanfu but six miles from the east gate of the walled capital with its 300,000 inhabitants.

But that is the port's back country, the rich back country that promises to make of it one of the great ports of the world.

### Easy Heirs To Teuton Achievement

The Germans improved the splendid natural harbor with extensive docks and warehouses, thoroughly modern and with seawalls of granite blocks. It was magnificently done, and the Japanese have fallen easy heirs to it. The Germans did everything well at Tsingtao and on the railway. The stations of the railway are spacious, massive buildings of stone and brick. The road has heavy rails laid on steel ties. An American railway engineer recently told me that there was not in the United States so well built a railroad. The German engineers, however, made one mistake. The joints of the two lines of rails are exactly opposite instead of alternating, and this seriously weakens the road.

In the region of the wharves are capacious godowns. To the south and adjoining the railway tracks and terminus on the east is the retail business section, with many streets that are more Chinese in character than anything else. The buildings here even are quite substantial and many of them are of solid-looking German construction.

Extending around to the southeast with a front on the open sea is the residence and hotel section. Its streets are wide and well-paved, and along many blocks of them rise stone and brick buildings, three or four stories in height and handsome in the German style. The section is more extensive and has more substantial buildings than all the foreign-building sections of all the cities of Japan combined.

Back of this quarter, on the heights, stands the massive administration building, built by the Germans but now with the Sun flag floating from its staff.

### Jap Governor In German Mansion

Small hills project into the town area, buttresses to the more rugged and towering hills a little farther back, beyond which are the still higher hills in which were hidden the line of fortifications. Sections of the city have flowed back into the interstices between the smaller hills. On the highest of the eminences close to the bay, the Telegraph Hill of Tsingtao, stands the wireless and the marine observatory. The mansion erected for the German Governor-General stands on another hill; the Japanese military governor, Lieutenant General Yui, occupies it now. Back in the hills nestle many barracks of stone and brick, with red tile roofs and grayish white walls showing effectively against the green mantle that softens the harshness of the hills' granite.

Green hills? Yes, the Germans did a wonderful job of forestration here. All over the leased territory, hills and all, they planted pines, firs, locusts and sycamores. To the east of the city, and northeast of the famous bathing beach which is washed by the Yellow Sea, they laid out and planted with trees a great park. From it excellently built boulevards extend up through the hills and back to the forts. Cut into the solid granite they were, often, as they encircled the shoulders of the hills.

To get the geography of this section straight, one must know that Tsingtao is built on the peninsula projecting southward and enclosing the harbor to the westward. The heights of the peninsula lay to the east, towards the open sea, from the town. The railway extends northward and skirts around the north end of the bay before it turns westward into the interior.

### Police Dogs Inimical To Japanese

Throughout the city the streets are wide and well-paved. I am sure that all the cities of Japan have not so many miles of streets that are paved in any fashion.

This sum total of broad, smooth streets, free use of Shantung granite in construction, the solid, substantial buildings of European style, the granite hills and the fine roadways through them, entirely divorces Tsingtao from association with China. It is not China. The day after I arrived at Tsingtao by steamer from Shanghai a bitterly cold wind blew in from the sea. Everybody wore furs. Even Chinese coolies had fur caps that gave them the look of Mongolians. Oh, it was cold, but the thermometer stood at thirty above.

In Tsingtao and the villages of the leased territory are 20,000 Japanese, 40,000 Chinese and a few hundred white persons.

There remained in Tsingtao when I was there about 250 Germans. They have wandered around for many months like lost souls, but they look sleek and it is said that they are mostly well supplied with money. Some of them still keep shops. Many of their shops remained open for two or three years after the Japanese occupation, but gradually they have been closed.

It is a strange sight to see two or three burly Germans promenading the streets, followed by a dachshund and a German police dog, the latter muzzled always. These fine dogs conceived a bitter enmity for all Japanese. One of them unmuzzled is likely to try to eat alive the first little Japanese he meets.

A prominent feature of the Japanese life is the red light district, where there are hundreds of Japanese girls, and the improvised teahouses with their geisha girls. Here as in Japan the social, political and military life is inextricably tangled with the banquet, the geishas and the red light. That is true also of Tsinanfu, and I understand in lesser degree at the smaller settlements of the Japanese in Shantung.

(*Article VIII Tuesday*)

## RAIL ATTACK BY SIBERIANS STARTS WHEN YANKS LEAVE

### Peasants Holding Back Till Morrow's Troop Trains Pass

### THEN TO DESTROY

### Say Kolchak And Japs Dare Not Pursue In Zero Weather

### ESTEEM GRAVES

### Partisans Ask Americans To Withdraw And Get Japan Out Also

BY FRAZIER HUNT
(*Special Cable by Courtesy of The Chicago Tribune*)

Siberian Hills, January 18, by messenger to Vladivostok.

Today I had a long talk with two chiefs of two of these peasant fighting detachments about the withdrawal of American soldiers. They pledged their word that they would not touch a single American soldier or try to cut the railroad in the 65 mile sector which we guard immediately west of Vladivostok until Colonel Morrow's troop trains have passed through. Morrow's troops are still 1,500 miles west of this place and it will probably take three weeks to bring in his two thousand men. Once he passes and the battalion of American troops stationed hereabout have withdrawn, every bridge, tunnel and culvert in the whole district sector will be destroyed. These mounted peasant soldiers will swoop down on the railroad and cut the line and destroy the bridges, then mount their horses and return to the hills.

"This is a costly pledge for us," one bearded chief said. "These winter months is the time the odds are in our favor. Neither Kolchak nor the Japanese dare follow us into the hills when the temperature is 30 below zero, nor can they guard the railroad successfully in such weather. We can attack at will, cutting off patrols, bridge guards, etc. and then escape, but in summer they send punitive expeditions up the valleys and burn villages in revenge.

***Have High Respect For General Graves***

"You are asking much of us. We pledge not to touch American soldiers because we have nothing against you and we only want you to understand us and what we are fighting for."

Another chief broke in here with a tirade against the Japanese. No one can know how deep their resentment and hate against the Japanese is unless he comes here and lives even a few days with these common folks. And the miracle of it all is that they have never really mistrusted America. Deep in their hearts they have known that our intervention was for them and that whatever mistakes we made were not malicious but because we misunderstood true conditions. They know the American soldiers and they all have the highest respect for General Graves. I called it a miracle and that is what it is. By guarding the railroad we have helped to hold up the reactionary attempts of the government they have hated with all their hearts. They and their sons have died fighting it. They have gone hungry, got frozen feet and given their lives—lived like hunted beasts in frozen hills, in order to break Kolchak. Kolchak has punished them, tortured, stolen and burned—the Kolchak regime which we have unwittingly made possible. Yet today there is no malice in their hearts against us.

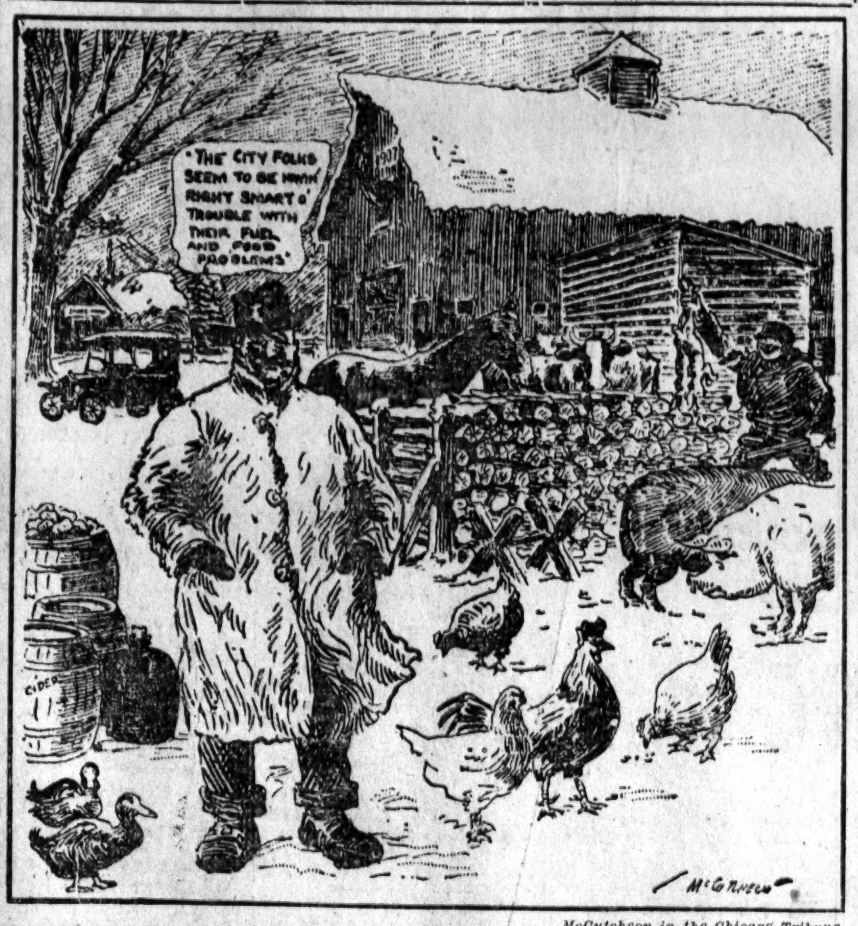
***Sympathy For Peasants Shown By U.S. Troops***

Last night as I sat in a peasant sled with a mounted partisan escort taking a position in front and rear, one soldier a little older than the others came up to the sled and whispered to my interpreter "Tell the Amerikanski correspondent that we understand America. I owe my life to American soldiers. I escaped from the Kolchak prison camp where I would have been executed in a few days, had not three American privates hid me and let me escape. I love Americans."

Individual partisans here in these hills have slipped up to me and told me the same thing. How

(Continued on Page 3)

## -:- The Producer -:-




McCutcheon in the Chicago Tribune

## REMEDY EXCHANGE TO HALT ANARCHY SUGGESTS BANKER

### Sir Richard V. Smith Sees Bankruptcy Spread Also If Crisis Prevails

### COTTON MARKET SUFFERS

### Indian Committee Proposes Ten Gold Rupees For One Sovereign

(*Reuter's Service*)

London, February 4.—It is understood that in the course of the discussions (which were of an exploratory character) at the Finance Conference at the Treasury yesterday attempts at a solution of the exchange crisis by legislation were deprecated, and the possibilities of controlling imports by licences were suggested.

Sir Richard Vassar Smith, chairman of Lloyds Bank, who was present at the conference, in his speech at the annual meeting of the bank yesterday said that, unless remedies were promptly applied, it was to be feared that a gradual and persistent spreading of bankruptcy and arnachy must ensue.

It is anticipated that the Cabinet will come to a decision on the exchange question quickly, but the question will be raised in Parliament in Tuesday's debate.

**COTTON IMPORTS HIT**

Meanwhile the effects of the exchange position upon cotton industry illustrates the likelihood of all sections of the community suffering most severely. Yesterday's dollar quotations brought the cotton import business in Liverpool to a complete standstill and importers have begun to reship cotton to America. The matter is most serious for the operatives because the present stocks without fresh imports will be exhausted in ten weeks, although there are considerable quantities at sea.

The Evening Standard says that as a result of the Finance Conference an International Conference will be recommended, probably to be held in London or Paris if more convenient.

It is understood that the Treasury has decided to reduce the paper money flotation by twenty millions and that further decreases will be made. Bankers have decided to keep a tight hold on advances until credit has been improved by increased production and economy.

**RUPEE ON GOLD MASIS**

London, February 1.—The report of the Indian Exchange and Currency Committee of which Sir Henry Babington Smith was chairman states that the rise in the rupee exchange has been of advantage to India generally and that Indian trade is not likely permanently to be injured from the

(Continued on Page 4)

## *Student Movement Alone Prevents Japanese From Getting Control Of China*

### Peking Government Ready To Barter Country For Own Selfish Interests Held In Check By Nation's Youth Arousing New Public Spirit

By NATHANIAL PEFFER
(*Our Peking Correspondent*)

Peking, February 3.—The recent renewal of student demonstrations of serious magnitude both here and in Tientsin and the frequent counsels of warning such as that given in the remarkable address of Civil Governor Chu of Shantung bring to a head in a way that cannot be evaded the question of what is to be the future of the student movement and what, also, its effect. For whatever may be thought of the wisdom or unwisdom of that movement, there can be no doubt that it has become a potent force in Chinese life that must be reckoned with. And it is a force that is increasing in strength rather than waning.

Now, it cannot be denied that the student movement has gone far beyond its authority. It cannot be denied that by any normal test the place of the students should be at their books. It cannot be denied that the permanent interference of students in political affairs is unjustifiable, unwise and undesirable. It cannot be denied that the existence of an extra-legal court of youths who shall pass in review all acts of this or any other government will soon bring all government to nought. Nor can it be denied that their prosecution of the boycott has been productive of much injustice and hardship in individual cases of Chinese. But still less can it be denied that the student movement is the only force that in the last six months has stood in the way of the further betrayal of China by Chinese to Japan.

**KEEPS PEKING IN CHECK**

The greatest single cause for the cessation in the last half year of the granting of loans pawning China's resources has been the student movement. Such loans have been offered in the last week and have had to be declined. The greatest single cause for the failure of the pro-Japanese militarists to get complete control of the government has been the student movement. At this moment the greatest single cause for the hesitation of the government to negotiate directly with Japan for the return of the Kiaochow Peninsula is the student movement.

Leave aside the question of whether or not direct negotiation is wise or unwise. That is not the point. It is not so much a matter of whether to negotiate or not as whether or not the negotiations would be conducted by China's delegates in such a way as to get the most benefits for China. Leave aside that question. But there is not a man in Peking who will say that if it were not for the necessity of conciliating the public opinion created by the student movement the government would have entered negotiations long since. And if it had, the men who would have represented China would have been there not in the interests of China but in the interests of Japan.

There are reports these last two days that the government is swinging against negotiation. Wang Yi-tang has telegraphed his opposition to negotiating. The Anfu Club is said to have registered unofficially a similar opinion. If the gang is getting pious you may be sure that that is not because it has seen the light of patriotism. The devil is getting sick with the fear of popular reprisal and perforce would be a monk.

**STUDENTS SAVING CHINA**

Granted that the students have no right to interfere in a diplomatic matter. Granted that they have neither the experience nor the wisdom to interfere intelligently. Granted that the movement is of necessity a thing of transitory utility without possibility of going to the fundamentals that must be reached before China can be permanently changed for the better. But a transitory utility is exactly the great need of the present. A powerful force of intimidation is necessary. The students have created that force. They have had to. There has been nobody else to do so. The foreign Powers at this time have neither the desire nor, possibly, the necessary out-

(Continued on Page 3)

## PARADE TOMORROW IS LOCAL PROTEST AIMED AT PEKING

A demonstration against the stand taken by the Peking Government towards the students will be held tomorrow here afternoon. It will take the form of a parade in the Chinese city and will start at 1 o'clock from the Public Recreation Ground. At least five thousand are expected to participate.

Participants of the procession will be mainly local shopkeepers and members of the Students' Union. Lecturing on the Shantung issue and the Foochow trouble will take place after the parade, which will end at the Public Recreation Ground, West Gate its starting point.

## BOLSHEVISTS' DELEGATE IN NEW DEMANDS ON CHINESE

### Commercial Envoy In Sinkiang Is One Provision

### GIVE UP CONSULS

### Surrender Of Russian Officials Asked By Soviets

### POSTS PROPOSED

### Telegraph Service Is Another Point In Message

(*Reuter's Pacific Service*)

Peking, Feb. 7.—According to Japanese reports an urgent message from Uliassutai states that the Bolsheviks have made a demonstration on the Sinkiang border.

The Chinese Foreign Commissioner met a Bolshevik delegate who demanded:

(1) The stationing of a Bolshevik commercial delegate at Sinkiang:

(2) That China should hand over the Russian Consular staff to the Bolsheviks:

(3) The inauguration of post and telegraph services from Kobdo to Bolshevik Russia:

(4) That an agreement should be reached regarding the deportation of refugees. The delegate added, according to the message, that if China did not remain neutral towards the Russian belligerents the Bolsheviks would take what action they deemed necessary.

The Russian authorities in Peking state that the Bolsheviks have previously presented similar demands, the Chinese attitude then being that as a neutral country China could not agree.

***Russ Workmen Quit If More Japs Come***

London, February 2.—The Times Harbin correspondent telegraphing on January 30 says: "The situation here is electric. A general strike of Russian workmen is threatened and the Moderates propose to cease work if more Japanese troops come. They are dead against foreign intervention in Siberia in any form. It is reported from Irkutsk that the banks and the Lena goldfields have been nationalised: Also that the Soviet Commissaries formed a revolutionary tribunal to try Admiral Kolchak but that it was afterwards proposed to send him to Moscow to be dealt with by a higher court.

***Esthonia Recognised By Soviet Government***

(*Reuter's Service*)

Reval, Feb. 3.—The peace treaty between Esthonia and Soviet Russia has been signed at Dorpat. By the terms of the treaty the Soviet unreservedly recognises the independence of Esthonia, renouncing all rights of sovereignty and promising to uphold Esthonian neutrality.

***Bolshevists Are Still 50 Miles From Odessa***

London, February 5.—It is semi-officially stated that the Bolshevists are still fifty miles from Odessa. North of the Crimea the Volunteers apparently maintain their hold of the isthmuses of Perekop and Chongar, which are easily defensible. The Cossacks have taken large numbers of prisoners and four guns in fighting on the Manitch. The Social-revolutionaries in Irkutsk were overthrown by the Bolshevists without a conflict and replaced by a Soviet Committee. Practically all the coastal area round Vladivostok has gone Red. It is added that it is only a question of time before the movement spreads to the whole of the Amur and Ussuri districts.

## *House Committee Favors Loans To Help Feed Europe*

### *Food Relief For Poland, Austria And America, Asked By Wilson, Recommended*

(*Reuter's Service*)

Washington, January 31.—The Ways and Means Committee of the House of Representatives has agreed to recommend the authorisation of new loans, amounting to $50,000,000 to Poland, Austria and Armenia for food relief.

# SECOND STANDARD SHIP IS LAUNCHED AT POOTUNG YARD

## Lady Fraser, Wife Of British Consul-General, Sponsor For War Tiara

## BUILT FOR GREAT BRITAIN

### Spectacle Is Witnessed By Distinguished Gathering; Addresses Made

China's second British standard ship, a cargo carrier of 5,000 tons built for the British government, was successfully launched yesterday at the Pootung yards of the Shanghai Dock and Engineering company after the vessel had been christened by Lady Fraser, wife of Sir Everard Fraser, British Consul-General. The great hulk floated out upon the brown tide of the Whangpoo under the name of War Tiara, which she will retain until she is turned over to the Greek company which is to operate her and which has become owner of the first of a trio of sister ships which was launched October 12 last under the name of War Diadem.

The launching was witnessed by a distinguished gathering from an upraised platform at the vessel's prow, and besides this group of foreigners every inch of space in the shipyards near the scene was packed with Chinese spectators, who sent up a mighty cheer as the vast steel mass quickened into life on the inclined ways. The War Tiara enters upon her career under all favorable auspices of the sea gods of the Chinese, for a detail of the ceremony of launching consisted of the offering up of a huge pile of tinsel joss paper that was set blazing under the keel to a staccato firecracker accompaniment as the boat slipped away toward the stream.

**ADDRESSES ARE MADE**

The throng stood in the chill drizzle and followed the course the new ship took out upon the bosom of the river and then the foreigners there repaired to a hall of one of the company's buildings where addresses were heard and refreshments consisting of champagne, cakes and candies were served. This part of the affair was opened informally by Mr. John Prentice, pioneer shipbuilder in China and managing director of the Shanghai Dock and Engineering Company.

Toasts were drunk to the new ship, to Lady Fraser, her sponsor, and to the company and then Mr. Prentice briefly reviewed incidents in connection with the building of the War Tiara and with the work on the other two boats of the trio ordered by the British shipping controller, the last of which will be launched in the next few weeks from ways by the side of those that were vacated yesterday.

Mr. Prentice made some mention of the disappointment that attended the first efforts to obtain from the British government a chance to show what could be achieved in shipbuilding in Shanghai, and in telling of unavoidable delays when difficulties were met with in obtaining materials he emphasised that all of the materials in the three new boats are of British make.

Commenting on the fact that the power plants of the new boats are being built here by his company, he remarked that lately some stir in shipping circles seemed to have been caused by the arrival here of several boilers, 14 feet by nine in diameter, said to be the largest ever brought to this port from America.

"We've been building them that size here now some little time," he remarked dryly.

In reviewing the progress of ship building in the Orient in the past half century he intimated that the Japanese have been making strides and he made some mention of achievements in the Shanghai yards here.

**MR. BURNS SPEAKER**

Mr. W. S. Burns, manager of the company, who then spoke, said his company had been building ships here for the past forty-one years. He expressed the belief that accomplishments like that of the newly launched War Tiara would prove that Shanghai could turn out quickly vessels up to every specification.

He mentioned that the new ship will take to the seas under the Greek flag and spoke of the recent departure for London of the War Diadem now under the control of the new owner, G. E. Ambatcilos. The War Diadem, since she was transferred by the British Government to Greek ownership, has been renamed the Panagis. Mr. H. A. J. Macray, manager and director of Dodwell & Company, agents of the Greek owner of the vessel, and Sir Everard Fraser voiced a few words of congratulation. After drinking toasts to the company, to Mr. Prentice the assemblage broke up.

Like her predecessor and the third vessel still under construction, the War Tiara is a steamer 331 feet 6 inches long by forty-six feet, six inches in breadth with a moulded depth to upper deck of twenty-five feet six inches. The vessel is designed to carry large general cargoes in moderate depths of water and in it are embodied all the latest improvements in steel steamship construction based on the experience of practically all shipbuilders and engineers in Great Britain.

A rearrangement of essential features made possible by the conclusion of the war consists of steel lower masts and telescopic top masts to suit Manchester Canal requirements instead of the war type of folding masts made necessary in order the better to evade submarine observers.

The accommodation for officers and crew is large and comfortable while facilities for handling cargo are particularly complete, including four steam winches on the upper deck, one steam winch with extended ends on the bridge deck and one steam winch on the poop.

Two derricks are fitted at each hatch on the main deck, each capable of lifting five tons, and two steel derrick posts on the bridge are fitted with derricks to lift three tons. Two other derricks are placed on the poop aft. Powerful steam steering gear is fitted at the after end of the engine room and hand steering gear aft. A heavy steam windlass is fitted on the forecastle.

**ELECTRICAL EQUIPMENT**

The vessel is lighted throughout with electric light, and steam heating in all cabins and a powerful Marconi wireless equipment will keep those on board in touch with the outer world.

The propelling machinery consists of one set of triple expansion surface condensing engines, having cylinders 25 inches, 41 inches and 68 inches diameter by 45 inches stroke and fitted with "Edward's" air pump, usual bilge pumps and feed pumps, all round type steam reversing engine and steam turning engine, while steam is generated in three large cylindrical multitubular boilers fitted with Howden's forced draft and designed for a working pressure of 180 pounds per square inch, all constructed in the dock company's own workshops.

The auxiliaries include independent centrifugal circulating pump, Weir's type steam feed pumps, feed heater and feed filter, steam ballast pumps, steam sanitary pumps, evaporator capable of supplying 25 tons of fresh water per day, contraflow vinch condenser and other fittings incidental to a vessel of this class.

The vessel has been built to Lloyd's highest class under the survey of Mr. Fletcher their local surveyor, and the Government surveyors, Mr. Rendall and Mr. Williams.

The building berth vacated by the War Tiara will be immediately occupied for the construction of a steel twin screw passenger and cargo vessel 340 feet long, similar to the vessel laid down in the berth lately vacated by the War Diadem.

Immediately after the launch the vessel was towed to the builders heavy sheerlegs at their International Dock where the boilers and engines will be placed on board and vessel then brought back to their Pootung Works for completion.

Those who attended the ceremony were: Sir Everard and Lady Fraser, and Miss Fraser; Rev. C. J. F. Symons, Mr. and Mrs. P. Crighton, Capt. W. Lunt, Miss Fairbairn, Mr. and Mrs. T. H. Harris, Miss Phyllis Harris, Captain G. H. Parker, Mr. and Mrs. H. L. Eletcher, Mr. and Mrs. G. S. Anderson, Mr. and Mrs. Leed, Mr. and Mrs. J. H. Osborne, Mr. E. C. Richards, Mr. H. Phillips, British Consul; Miss N. Martin, Mrs. J. Park and Messrs. G. Wallace, S. Bayes, Davy, H. Molyneux, B. A. Clarke, W. G. Dyer, T. A. Clark, A. Brooke Smith, H. A. J. Macray and E. Noel.

## Wedding

**JONES-FONTAINE**

Mr. Raymond Rhyss Jones, youngest son of Mrs. W. J. Jones of Shanghai and Tasmania and Pepita Madeleine Fontaine, eldest daughter of the late Henry Fontaine of England and Mrs. W. E. Kahler of Tientsin, were married yesterday at the Holy Trinity Cathedral. The Very Reverned A. J. Walker officiated. The church wedding followed the civil ceremony at the British Consulate-General before Sir Everard Fraser, K.C.M.G., Consul-General.

The bride's dress was of silver tulle over white crepe de chine and court train. She carried a shower bouquet of white roses and carnations.

The bridesmaid and flower girls were Misses Winifred and Jean Hamlin and Miss Roma Ramsay. The bride was given away by Mr. W. F. Hamlin, Mr. D. G. Latimer acted as best man and Mr. G. H. Enderby was usher.

A reception was held at 25 MacGregor Road.

## British And Indian Forces Get 254,158 Decorations In War

### Total Includes The Award Of 579 Victoria Crosses And 8,991 D. S. Orders

(*Reuter's Service*)

London, February 5.—An official statement of war honors shows that the total conferred on the British forces was 247,570 and on the Indian forces 6,588 making a total of 254,158. This total includes 579 Victoria Crosses and two bars and 8,991 Distinguished Service Orders and 784 bars.

A comparison is attached showing that 3,714 honors were conferred in the Boer war when the troops in the field numbered 448,435 against approximately six millions in the late war.

## 65 Sinns Feiners Taken In Ireland

(*Reuter's Service*)

Dublin, February 1.—A statement issued from the Castle says that altogether sixty-five Sinn Feiners were arrested in Ireland yesterday. It is added that the arrests have no connection with recent municipal happenings.

**LABOR VOTE URGED**

Paisley, February 1.—The members of the United Irish League here have unanimously decided to recommend Irish voters here to vote for the Labor candidate Mr. Bigger at the forthcoming by-election.

**N. Y. WOULD RECOGNISE**

New York, February 3.—After hearing a brief address by Mr. de Valera the Sinn Fein leader the New York State Assembly passed a resolution asking the United States Government to extend recognition to the Irish Republic on President Wilson's principle of self determination.

## Big Increase Shown In Peace Strength Of American Navy

(*Reuter's Service*)

Washington, February 1.—Admiral Taylor, head of the Construction Bureau of the Navy Department, informed the House of Representatives Naval Committee that 940 ships, including 16 dreadnoughts, 13 predreadnoughts, eight armored cruisers and 17 light cruisers would be the peace time strength of the United States navy after July 1, constituting a tonnage one and a half times that possessed by the United States on entering the war.

## POULET TO RANGOON

(*French Wireless*)

Paris, February 6.—A Marseilles message states that the airman Poulet accompanied by his mechanic Benoist sailed in the liner Buenos-Aires yesterday for Rangoon via Singapore.

## Schedule Changed; Mail To U.S. Not To Close Till Tomorrow

### Still Possible To Overtake Suwa Maru; Two Steamers In From States

Due to eleventh hour changes in schedule it will still be possible today, and up to 5 o'clock tomorrow afternoon, to post mail to go to America on the Suwa Maru, which sailed for Japan early today. After this boat leaves no other will take American mail before Feb. 22.

It was announced at the American Post Office yesterday it had been arranged to send on mail by Japanese vessels that will arrive in Japan in time to catch the Suwa Maru at Yokohama where she lays over. Matter to catch the boat must be posted at the American Post Office before 5 o'clock tomorrow afternoon, however.

Mail that was delivered at the American Post Office yesterday before 3:30 o'clock in the afternoon was despatched on the Suwa Maru, which was scheduled to sail this morning.

**MAIL IN TODAY**

Mail from the steamer Venezuela of the Pacific Mail, arriving early this morning from San Francisco by way of Honolulu and Japanese ports will be distributed today at the American Post Office and following this a part of another heavy mail from America will be received at the American Post Office on the first tender from the Empress of Russia of the Canadian Pacific Ocean Services, due to arrive here from Vancouver, Canada, Monday night.

The Empress of Russia has 975 sacks of mail matter for the American Post Office alone and it was stated yesterday that as much letter mail as possible of this consignment will be brought on the first tender Monday night. The balance will be received at the American Post Office Tuesday morning.

## Secretary Defines Status Of British Trade With Germany

(*Reuter's Pacific Service*)

Hongkong, Feb. 7.—Replying to an enquiry from the Chamber of Commerce whether British merchants could properly engage in business with Germany and Austria the Colonial Secretary has stated that the legal position remains unaltered by the exchange of ratifications until such a date as is declared by His Majesty in Council to be the date of the termination of the war. The Secretary adds that new business with Germany and Austria is legal under general licenses.

## Earl Haig Likened To Wellington For Work In Great War

(*Reuter's Service*)

London, February 2.—In an army order recording the abolition of General Headquarters in Great Britain, the Army Council expresses the highest appreciation of the services which Field Marshal Earl Haig had rendered to the Empire.

"Never in the history of the British Empire," says the army order, "has one officer been charged with so momentous a responsibility, and no other British commander, excepting Wellington, has brought to a victorious conclusion a campaign on the issue of which hung the very existence of the State."

The order emphasises that Earl Haig remains on the active list and expresses the hope that he will have a further long and successful career of public usefulness.

## 18 Killed, 35 Hurt, As Lyons Express Hits Freight Train

(*French Wireless*)

Paris, February 6.—A serious railway accident occurred at Dijon on Wednesday evening, the Lyons express running into a goods train. Three coaches were smashed to atoms. The casualties were 18 killed and 35 injured.

## BOLSHEVIST MOVE LAID TO GERMANS

### Sarraut Says Danger Is Not Over And Urges A Closer Anglo-French Pact

(*Reuter's Service*)

London, February 1.—The Paris correspondent of the Observer telegraphs a report of an interview with M. Albert Sarraut, Minister of the Colonies and ex-Governor of Indo-China, who emphasised the necessity of France and Great Britain closely co-operating in all parts of the world where French and British territories touch each other.

The fate of the British Empire and the French Republic, M. Sarraut said, were closely linked up and the British and French ought to stand together as resolutely as during the war. The German danger was not yet over. The Germans were the real inspirers of the Bolshevist moves which were felt as far as China.

M. Sarraut suggested that the British and French Governors in West Africa and the Far East should be brought into personal touch.

While the Home Governments should retain control of any diplomatic negotiations the Governors, M. Sarraut thought, should be entitled to consult each other and adopt common measures with regard to economic development or safety.

## Hongkong Yarn Mart

(*Reuter's Pacific Service*)

Hongkong, Feb. 7.—The Chamber of Commerce cotton yarn report says "Moderate transactions took place (during the last fortnight) for early requirements and notwithstanding the heavy rise, in exchange the values of lower counts show slight improvements. Business in twenties was slack and values of the same ruled on the easy side.

Quotations tens $220 to $255, twelves $235 to $275, sixteens $285 to $330, twenties $320 to $355.

Arrivals 9,000 bales, Sales 4,000 bales. Shipments nil. Unsold stock 5,000 bales, Bargains 18,000 bales.

Raw cottons, values steady, nominal at 45 to 56 dollars for Indian and 47 to 60 dollars for Chinese."

## Army Of Workers Called Into Action To Prepare Tribute To Washington

### American Company Ball Is To Be Blaze Of Color; Is Predicted As Outstanding Social Success And Marvel Of Decorative Art

Twenty carpenters have been hammering and sawing and making a rumpus for the last two weeks.

Twenty expert decorators have been working day and night aiding and abetting the carpenters.

Mr. Al C. Row, regardless of snow and foul weather, has been sweating and puffing and having a lot of grief and much more joy seeing that the carpenters properly carped and the decorators properly decked, according to his plans and specifications.

For, be it known, preparations for the greatest Washington's Birthday ball ever given in Shanghai are in full swing. At any rate it is to be the greatest if the expectations of the committees in charge are fulfilled. The commmitteemen are working tirelessly to that end and the story of their plans indicates an event that will make social history in the Far East.

Just 1,000 persons are to assemble at the Town Hall on the evening of January 21 to pay homage to the memory of the founder of the American Republic. Most of the tickets for the event have already been spoken for and it is anticipated that the remainder will be booked within the next few days.

It will be a brilliant affair both from social and spectacular standpoints. Mr. Row has worked out a striking color scheme that is being carried out to a minute degree by his capable aides.

The outstanding feature of the decoration is to be a reproduction of Washington's birthplace, Mount Vernon, as viewed from the Potomac river. The stately columns, the wide verandas and the colonial mansion will be reproduced at one end of the great hall. A trellised ceiling, seven feet lower than the top of the room, is to be covered with cherry blooms, wisteria and ivy and the great hall is to be transformed into a veritable bower.

Three thousand dollars has been appropriated for the decoration of the hall and the sum is being stretched over a marvelous space of detail.

There will be 600 bamboo trees, 200 garlands, five miles of ivy, 3,000 feet of stage scenery, 150,000 cherry blooms, many miles of wisteria and hundreds of flags used in making up the ensemble.

The ball is to be given under the auspices of the American Company of the Shanghai Volunteer Corps.

The committee in charge of the decorations is:

Messrs. A. Q. Adamson, Chairman; G. F. Ashley, P. Chatham, C. J. Corkery, G. F. Fitch, H. E. Marsden, G. O. Richardson, A. C. Row, W. E. Row, W. E. Sauer, F. L. Tinkham and F. J. Twogood.

## Munson Line To Expand To Orient

(*Reuter's Service*)

Washington, January 31.—Mr. Munson, head of the Munson Steamship Line, in the course of examination by the Senate Commerce Committee said that American trade was likely to develop in the direction of the Orient and that the Munson Line was considering an expansion of its activities there.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Lingtienkang Liaochow Loting Mohel
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*Max Friedman*
*Sales Manager*

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# SHANTUNG RECORD MADE IN RAIDS ON OPIUM CLIQUE

### New Police Commissioner Starts Vigorous Campaign On Drug Traffic

### JAPS BEAT AT OWN GAME

### Six Russians And One Turk, Leaders Of Combine, Jailed And Evidence Seized

*(China Press Correspondence)*

Tsinanfu, Shantung, February 4. —Fifty-three Chinese opium slaves under arrest, six Russians and one Turk, members of the local "opium combine," sent as prisoners to Tientsin, 26 opium dens raided, the capture of 500,000 opium pills mostly of Japanese make, 60 packages of anti-opium pills bought from Nikkaikoshi, a Japanese firm in Tsinan; 42 boxes of Chinese made anti-opium pills—anti-opium pills should be called "law evading opium"—50 opium pipes, 111 bottles of strichnine from London, 10 ounces of morphine muriate powder from J. D. Wink and Co., S. W., London, 50 ounces of dacelylmorphine hydrochloride powder from Powers, Weightman, Rosengarten and Co., Philadelphia, several complete outfits for making opium pills, all taken within 14 days, is the astounding record of Civil Governor Ch'u Ying-kwang and his new Police Commissioner, Chin Yen-nien.

**GAMBLING AND SMOKING**

The first raid was made two weeks ago on a place in the Foreign Settlement. Fifty-three Chinese, six Russians and a Turk were smoking opium and gambling to their hearts content with hundreds of dollars piled up on the tables, when suddenly they found themselves in the clutches of the law. What had happened? A new civil governor, Ch'u Ying-kwang, had taken hold of the reins; Police Commissioner Chin Rung-kuei had been removed, and the police department, although infested with Japanese advisors, was beginning to function efficiently. This explained the secret of their capture in their gilded, police-protected den of vice.

Chin Yen-nien, the new Police Commissioner, is starting out with a vigor and an efficiency that promises a moral reformation in Tsinan. The greatest difficulty in fighting opium and similar drugs in this city is the presence of scores of Japanese shops selling opium, morphia, heroin, etc.

**JAP'S OWN GAME**

Hitherto the Japanese Consul-General has done nothing beyond giving expression in public to pious sentiments, with the result that no Chinese official has dared to enforce the law. Chin Yen-nien, however, seems to have both the moral courage and the acumen to defeat the Japanese at their own game. Although he has raided only Chinese places, Commissioner Chin has captured a large quantity of Japanese opium, opium pills and morphia by placing policemen outside of the Japanese stores to search the Chinese coming out of these shops and to confiscate the opium containing drugs found on their person.

On Tuesday, February 3, Commissioner Chin gave a public exhibition of the plunder taken during the last two weeks. The presence at the exhibition of the Japanese commandant of the local Japanese gendarmerie and of Yu T'ien, the chief of the Japanese police advisors in Tsinan, to photograph the harvest of death, lent a touch of comedy to this international opium tragedy.

## *Fear Violence In Japanese Strike At Yawata Iron Works*

### *Police Reinforcements Rushed From Nearby Villages As Tension Continues*

*(Reuter's Pacific Service)*

Osaka, Feb. 7.—Tension at the Yawata iron works has not relaxed. The men insist on a reply to their demands by tonight. Officials say that they are willing to concede some of the demands but not all.

Meanwhile over ten thousand men are idle. Unless a reply is forthcoming tonight it is feared that the strikers may resort to violence. Police reinforcements are arriving from neighboring towns. The suspension of work is likely to cause great damage to the furnaces.

The moving spirit in the strike appears to be an association called "Labor Friends" which has a thousand members and is also actively championing the cause of universal suffrage. Officials say that members of this association used threats of violence to compel the other workers to throw down their tools.

## Wins $25,000; Loses His Ticket And Roll Of $4

The winning and losing of $25,000 through lottery tickets is the fate of Hsia Mow-yu. Hsia has been a comparatively thrifty resident of Shaohsing District, Chekiang, until recently when he began the purchase of lottery tickets.

Last month he bought half of a ticket, No. 25,504, of the Chinese Benevolent Association, 271-6 Boulevard des Deux Republiques. When the drawing took place on February 2, his number came out first and friends in Shanghai informed him that he was the lucky holder.

So accompanied by five other friends, Hsia came to Shanghai Friday morning to cash the ticket in person. He went to establish his temporary headquarters at a lodging house on Foochow Road. While leaving his hotel to get a riesha, several coolies brushed against him. In a moment he discovered that his purse which contained the winning ticket together with $4, had disappeared.

Hsia has notified the police as well as the association of the loss. In the meantime he is staying with friends who have faith that the ticket will turn up and enable Hsia to meet his board bill.

### MANILA FIRE LOSS

*(Reuter's Pacific Service)*

Hongkong, Feb. 7.—A Manila telegram of yesterday's date to the Hongkong Morning Post says that the entire exposition except two buildings was destroyed by the fire. No lives were lost and the Carnival will continue to follow the program outlined.

Sixteen persons were injured, some of whom may die. The cause of the fire was accidental. American soldiers prevented a panic. All the aviation exhibits were saved. The total damage is estimated at two million pesos, the Government loss being over a million. The Carnival buildings were insured.

## *News Brevities*

Mr. A. Rugh was among the passengers who left for Hongkong on the Suwa Maru.

* * *

Mr. G. Coleman and Mr. E. A. Peacock were among the passengers who returned from Seattle and ports on the Kashima Maru Friday.

* * *

Among the passengers who left for Hongkong on the Kashima Maru were Mr. A. G. Stephen, Mr. J. S. Gubbay, Mr. J. H. Brown and Major M. Garibaldi. Mr. C. S. Barff left for Japan on the Kamo Maru.

* * *

An attractive program, mainly in English, of music, essays and recitations has been prepared by the High School, Preparatory and Primary students of Beulah Academy and Mary S. Black Seminary upon the occasion of their commencement. The entertainment will be held in Ella M. Stewart Memorial Church 106 N. Szechuen Road ext. tomorrow at 5 p.m. all friends are cordially invited to attend.

* * *

Mrs. Herbert Dennis of Foochow is here for a short visit with her father Dr. R. C. Bebee, preparatory to sailing for the U. S. She was entertained at tea, yesterday, in the home of Mrs. Arthur Rugh, to meet the wives of Y.M.C.A. secretaries in Shanghai. Mr. Dennis was Y.M.C.A. Student Secretary of Foochow and died of cholera last summer, contracted while doing relief work in connection with the epidemic in Foochow.

* * *

The difficulties and problems in connection with medical work for women in Shanghai will be presented briefly at the regular missionary prayer meeting tomorrow afternoon, at 5:15 in Union Church Hall. Mrs. Woodbridge, whose experience as physician in the Margaret Williamson Hospital, at West Gate, gives her intimate knowledge of conditions, will present the matter. Dr. Davenport, of Shantung Road Hospital, will be chairman of the prayer meeting.

* * *

A meeting of the Advertising Club of China will be held on Wednesday evening, February 11, at 8:45 o'clock at the Chinese Y.M.C.A. The subject for the program will be "Posters" and will be discussed by A. C. Row and C. F. Lin. In addition Mr. P. S. Chow and Mr. S. P. Westaway will talk on "The Three Ideas I would use for Wall Calendars or Novelties for the North China Trade."

* * *

The tenth annual general meeting of the Chempedak Rubber and Gambier Estate, Ltd., will be held Tuesday afternoon at 4:30 o'clock.

* * *

The first annual general meeting of the Shanghai Loan and Investment Company, Ltd., will be held at the company's offices Thursday afternoon at 4 o'clock.

* * *

There will be a tea dance at the Country Club Thursday afternoon at 5 o'clock.

* * *

The annual meeting of subscribers to the Holy Trinity Cathedral Trust Fund will be held at the Church House Thursday afternoon at 5:30 o'clock.

* * *

There will be a tea dance at the Columbia Country Club this afternoon.

## *Rome-Tokio Flyers, Plane Lost In Fire, Are Ordered Home*

*(Reuter's Service)*

Rome, January 31.—Lieutenants Abba and Garrone whose Caproni machine in which they were attempting the Rome-Tokio flight was destroyed by fire in landing at Salonika, have been ordered to return to Rome.

### SUNDAY SERVICE LEAGUE

Mr. John H. Geldart, secretary of the Special Religious Work Committee, Y.M.C.A., will address the Sunday Service League at Martyrs' Hall this afternoon at 5 o'clock. His subject will be "Sacrificing for Our Company." The league's choir will sing.

### SONG SERVICE TODAY

Dr. W. W. Peters, secretary of the Joint Council of the Public Health Association who has recently returned from America, will address the American Song Service this afternoon at 5 o'clock at the Palace Hotel, fifth floor. The male quartet of the service will sing.

### ENGINEERING SOCIETY

"The Geology of the Yangtsze Valley in relation to Engineering Development" will be the subject of a lecture to be given by Dr. H. Chatley before the Engineering Society of China at the Royal Asiatic Society Hall, 5 Museum Road, Tuesday afternoon at 5:30 o'clock.

## *No More U.S. Loans Sought By Britain America Informed*

*(Reuter's Service)*

Washington, February 2.—The Hon. R. C. Lindsay, British Charge d'Affaires has handed to Mr. Glass, Sec. of the Treasury a statement received from the Government in London, positively asserting that Great Britain will not seek further loans from the United States but that on the contrary she is desirous of reducing her outstanding obligations.

## *Kangaroo Airplane Returns To London*

*(Reuter's Service)*

London, February 2.—The commander of the Blackburn "Kangaroo" aeroplane which left Hounslow on November 21 to fly to Australia has returned to London. He hopes to secure an engine and proceed to Australia in March.

Note: The "Kangaroo" was last reported at Suda Bay on December 5.

### THE QUEST SOCIETY

The Quest Society will meet tomorrow at 5:30 p.m., in the Royal Asiatic Society's Hall, when Mr. A. J. Hughes will speak on "Socialism and Government Ownership of Industries," presenting a contra argument to that advanced by Mr. W. H. Emberley when the same subject was discussed a fortnight ago.

The meeting is open to the public and any desirous of taking part in the debate are cordially invited to do so.

## *Remedy Exchange To Halt Anarchy Suggests Banker*

(Continued from Page 1)

fixing of the exchange at a high level.

The Committee recommend inter alia that the present rupee should not by changed in weight and fineness; that the rupee should be placed on a gold basis; that parity should be ten rupees to the sovereign, that the import and export of gold to and from India should be freed from government control when the statutory ratio has been effected; the earliest convenient removal of the ban on the import of silver but a temporary retention of the prohibition of its exports.

**PRESENT RATE CONTINUES**

The Committee consider that if the price of silver exceeds the aforementioned gold parity beyond a brief period the situation should be met by all available means provided the convertibility of the note issue, the maintenance of which is regarded as essential, is not impaired. The Government, the Committee consider, should even be prepared to buy silver, for rupee coinage at a loss.

The Secretary of State for India has decided to adopt the aforementioned gold parity recommendation but after reviewing the abnormal existing conditions decided to retain temporarily the issue of licenses in respect of importation of gold and during the transitional period the sovereign will remain legal tender at the the present ratio of fifteen rupees.

## *Three Ships Bring Seventeen Millions In Gold And Silver*

Part of nearly G.$17,000,000 worth of bullion consigned to Shanghai bankers arrived on the Kashima Maru and the remainder will arrive at this port today and tomorrow on the Pacific Steamship Company liner Venezuela and the C.P.O.S. liner Empress of Russia.

Ten million dollars worth is in gold bullion while the remaining of G.$7,000,000 is silver. The Venezuela is bringing 3,100 bars of silver.

The Kashima Maru brought from Nagasaki part of the bullion shipped to Shanghai from America on the China Mail Steamship Company liner China, which went aground at Nagasaki on January 19.


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# SYKES SUGGESTS FIRST AIR-LINE FIGHTING FORCE

## British Officer Also Urges Big Expansion By Empire Of Civil Aviation

## FOR TRADE AND DEFENCE

## Prince Of Wales May Be Able To Open All Dominion Parliaments Later

(*Reuter's Service*)

London, Feb. 2.—A large and distinguished company including the Prince of Wales were present at the Royal Geographical Society this afternoon when Major General Sir Frederick Sykes, Controller General of Civil Aviation, lectured on Imperial air routes, which he defined as the Egypt to India, Cairo to the Cape, India to Australia, England to Egypt, England to Canada and England to the West Indies (via the Azores) routes.

Sir Francis Younghusband, who presided, said that the Prince of Wales was doing Empire work of the greatest importance. He had been successfully endeavoring to put the various parts of the Empire on good terms with each other and he had made himself a very precious Empire asset.

Sir Francis Younghusband added that he hoped that the Prince would learn from the lecture something of how he might in the future possibly go to Canada, Australia, New Zealand, South Africa and other parts of the Empire to open parliaments and to India to open Durbars.

**EXPAND CIVIL AVIATION**

Major General Sykes, in the course of his lecture, emphasised the necessity of keeping a first line fighting air force always on a war footing. Military aviation, however, was circumscribed on the ground of finance, while civil aviation must never cease to expand. Each should co-operate with the other, the one for Imperial defense and the other as an instrument for the development of Imperial trade, which could be used, if necessary, as a great aerial reserve.

He hoped that before long the air forces of the Empire would be welded for strategical purposes into one force and co-ordinated by an Imperial Air Staff. In the lecturer's opinion if the Empire air power, both service and civil, were developed and co-ordinated "our air supremacy might in the future be more valuable in assisting to maintain the world's peace than our sea supremacy in the past."

Examining the various routes, Major-General Sykes said that the Egypto-Indian route held out many advantages owing to the great saving of time which was possible compared with the sea voyage. South Africa offered potentialities which it was impossible to assess. The long seaboard of the two islands of New Zealand seemed chosen by nature for seaplanes. The practicability of Malta as an intermediate landing ground was now being considered.

**POST OFFICE CO-OPERATION**

The lecturer dwelt on the necessity of Post Office co-operation, as air mails were the real foundation of the whole system on which Imperial routes must be based. In order to compete successfully in commerce air craft must aim at completing a journey in one-third the time taken by other forms of transport.

Excluding the Anglo-Australian flights, Major-General Sykes remarked, the machines of principal firms between May 1 and December 31 last year flew 593,000 miles and carried 64,000 passengers, while there had only been 18 accidents and five deaths.

In conclusion the lecturer expressed the opinion that the future air policy of the component parts of the Empire should be to keep in close touch with England in matters of common policy. Each of the Dominions should have a small Service and large civil air fleet to meet its own strategic needs and the Empire air organisation should be able quickly to concentrate for its assistance in case of need.

# *Student Movement Saves China From Japanese Barter*

(Continued from Page 1)

look and capacity to provide it. Until they can act effectively and unifiedly to lay down a groundwork on which all China can itself build a new China, the students must act. Unless they do there will be no China.

The ultimate object of the students must be of course the creation of an enlightened citizenship through education and economic reform. And only by working toward that end can it accomplish anything of permanent value. Otherwise it will dissipate its energies in temporary expedients, go off on tangents, dwindle away as many another popular movement in China has. But it will have no ultimate goal unless it does provide temporary expedients.

**EMERGENCY TO BE MET**

An emergency exists. It must be met. Normal tests cannot be applied. There is an abnormal situation. The situation is that here exists a government controlled by men ready to barter China for their own political and financial interests. It must be checked—now. There have been such governments before and there will be again until the mass of the Chinese people have sufficient knowledge and sense of political responsibility to control those governments. And the task of the students or of any "New China" group is to bring the people to that stage. But in the meantime the present government with those inclinations must be checked. And the students must do it. If they can do it only by means that are unlawful—well, what choice have they?

So, let it be admitted frankly, they are acting unlawfully. They may have to go beyond that. They may have to resort to violence. Probably they will not; they have already displayed enough minatory strength to make a resort to extremities unnecessary. But they may have to. And undoubtedly they will be tempted to act unwisely. Probably they are doing so now—in the demonstration that took place today. Probably that demonstration was ill-timed. The government had not yet agreed to negotiate with Japan and had not openly indicated any intention of doing so. Under those circumstances a demonstration of the extent to which this has gone may have been without sufficient ground.●

**ISOLATED, UNWISE ACTS**

But such isolated acts of unwisdom are inevitable. They are inherent in the nature of a phenomenon such as this is. Explosives cannot be handled without occasionally dropping some and hurting the innocent. A movement such as this is, loosely and spontaneously organised around hot impulse, necessarily must get out of hand now and then. Regrettable—but inevitable.

And the evil is beyond comparison less than the good. It is as plain as the nose on any man's face that if China is to be saved it must be saved internally. In the long run it can expect nothing from without. Foreign Powers can only grant it immunity from foreign interference. If it ever regains its feet it will have had to raise itself. It must save itself. And the only potential force for salvation that now exists is the student movement—mistakes and all.

It must be explained and emphasised that the necessity of immediate political action is just as distasteful to the real leaders of the student movement as it is to any observer or well-wisher of China. Those who have come into contact with the leading spirits of the intellectual movement that has given impulse to the students know that to those men political action is undesirable. They recognise that China's problems are only superficially political and that solution must be deeper than politics. And they fear the results of squandering their enthusiasm in politics. They want to go to the roots—to educational, economic, social and ethical reconstruction. And they will do so, as soon as the emergency is passed or as soon as some other measure is devised. They know, to change the figure, the futility of piling up sandbag dykes as long as more water is allowed to rush in to swell the flood. They must have conservancy works. But unless they build the dykes first they will all be drowned.

**CHOICE OF TWO EVILS**

Foreigners in China may as well reconcile themselves to a long period of unrest, with occasional outbursts. They can reconcile themselves to that—or to a China in which there will be no place for foreigners. It is a choice between two evils—true. But they may as well take the lesser. And if they will take an historical view, they will see that the motive power of the unrest, the wave of nationalism and unity expressing itself through the student movement, is the highest sign of promise in China in the last—well, where would you set the limit?

# *Siberians Delay Railroad Attack Till Yanks Leaves*

(Continued from Page 1)

they understand it all, how they owe life to America!

So it goes everywhere here. While the tone of the American expedition the last six months has been one of sympathy to these peasants fighting for what many times seemed to them to be a lost cause, there have been a few cases where individual American soldiers have done things against them unnecessarily cruel, but for everyone of these there have been a thousand American acts of kindness and help.

***All Dreaming Of Days When Peace Will Come***

American soldiers coming here and knowing nothing more about the situation than the average American soon discovered facts that have aroused sympathy for the peasants and city masses. They have carried out orders and done duty guarding railroads but their hearts have been with these peasants in the hills. And common Siberian people know it. They have caught the real hearts of the American troops.

"We want all America to understand us and our cause like your soldiers do," one old revolutionist told me here in this room this morning. He differed from the peasant fighters because he was from the great outside world and talked real revolutionary terms. He told of the day when he served a life sentence in the Siberian mines. To me he was a dreamer humming bits of revolutionary songs, always dreaming of days when peace would come and everybody happy and prosperous.

***Want America To Help Keep Japanese Out***

As a boy he had been sentenced to life exile for participation in the 1905 revolution. He was not a communist but only a revolutionist fighting for democracy and freedom. "No one knows what tender memories I have of America," he dreamed aloud. "Your people always believed in us and we have believed in you. I understand them. They would be with us if they only knew the truth like your soldiers do."

So, understanding and forgiving, these fighting farmer boys in the hills will not fight American troops nor cut the railroad lines in the American sectors. They only want us to get out and to use influence to get Japan to leave also. They want us to help them to get to work and forget their five and a half years of war and revolution they are now suffering. They want to smile again and sing music of home—a far better cure for Bolshevism than battle and machine guns.

# *Ex-Service Men To Be Hosts Of Peace Envoy Tomorrow*

Dr. C. T. Wang, Chinese peace delegate at Versailles, will be guest of honor at a tiffin tomorrow to be given by the Ex-service Club of China at the Carlton and at a tea Tuesday at 4 o'clock to be given by the Envoy of Foreign Affairs, Mr. Yang Tcheng, at his yamen.

The tiffin of the Ex-Service Club will be open to all Americans, provided notice is given to the Post Adjutant, Mr. H. E. Marsden, at 11 Canton Road for reservation.

Members of the Consular Body, Chinese officials and prominent merchants and newspapermen have been invited to the tea party by Mr. Yang Tcheng.

Dr. Wang is expected to return from Ningpo today.


# That Awful Backache Banished as if by Magic

At last a remedy has been discovered that gives almost immediate relief in the painful forms of kidney trouble, and effects a certain cure in practically all cases of rheumatism, gout, sciatica, lumbago, stone, gravel, and even the terrible Bright's Disease. This remedy—De Witt's Kidney and Bladder Pills—dissolving in the stomach forms an antiseptic solution which washes out the kidneys and bladder, and restores them to their healthy normal activity in passing the impurities from the blood out of the body. These impurities, in the form of uric acid, if allowed to accumulate in the blood, cause rheumatic and dropsical pains, backache, constipation, weakness, and depression—all of which symptoms lead on in time to the more sever and deadly forms of kidney disease.

HERE ARE SOME WARNINGS YOU SHOULD NEVER NEGLECT—

Headaches, bad breath, and nasty taste in the mouth first thing in the morning—tired, nervous weakness and irritability, swollen feet and limbs—rheumatic pains and stiffness of joints—backache, irregular action of bowels or bladder—urinary weakness, irritation or scalding, burning discomfort. Any of these symptoms mean kidney and bladder trouble.

DO YOU REALISE YOUR DANGER?

These symptoms may mean incessant tortures of rheumatism—wearing out, stabbing backache (lumbago). Gout that cripples and deforms. Bladder inflammation or gravel that cause such excruciating pain, or the deadly Bright's Disease.

TREAT THESE WARNING SYMPTOMS NOW.

There is one remedy whose honest merit the experience of thousands of kidney sufferers has proved—a remedy that is harmless and safe for old and young alike—that hardly ever fails to cure completely and to cure permanently—

DE WITT'S KIDNEY AND BLADDER PILLS.

This is not a feeble quack remedy; it professes to do nothing that is not amply proved in 99 cases out of a 100. Many so-called "Kidney Pills" merely regulate the bowels. De Witt's go straight to the root of the trouble—the kidneys and bladder. Relief from pain is positively guaranteed within 24 hours of taking De Witt's Kidney and Bladder Pills, and a blue tinge in the urine caused by one of the antiseptic ingredients proves to you, for your own satisfaction, that the healing properties have actually passed right through the kidneys and bladder.

Mrs. Wykes, of 23, Victoria-street, Nuneaton, said in 1913:—"For over eleven years I suffered with terrible kidney trouble and most acute backache pains. At various times through this long period of suffering I have been in a very bad condition, pains striking me across the back and loins. To stoop was torture, and every action was a trouble. It was just as if a vice had got hold of me and was screwing me up. I tried many remedies, first one and then another recommending me to different things, but nothing seemed to touch my case. During the early part of 1913 I heard of De Witt's Kidney and Bladder Pills, and determined to give them a trial. I am thankful I did, because I seemed to gain relief after the very first dose. I got another 2s. 9d. box from Mr. Baker's shop in Abbey-street, and felt much better. I got brighter and more active, and in fact felt a different woman. I intended to make a good cure of my case, seeing that I was getting so much relief, and I am pleased to say that I have done so, because for the last twelve months I have been absolutely clear of my old complaint and have not had the slightest trace of any kind of backache."

Mrs. WYKES. (from Photo).

Nearly three years afterwards—April, 1916—Mrs. Wykes said:—"De Witt's Kidney and Bladder Pills did me permanent good, there is not the slightest doubt about that; I always recommend them with a strong feeling a gratitude for what they have done for me."

With this splendid testimony in mind, can you continue to suffer without giving De Witt's Kidney and Bladder Pills a trial? For rheumatism, gout, lumbago, sciatica, bladder pains and inflammation, stone, and Bright's Disease they are absolutely unrivalled. They never fail to give relief. Within 24 hours the relief from pain and a certain blue tinge in the urine show that they have passed right through the kidneys and commenced their work.

Many women, with all the strain of housework and motherhood, suffer pains and weaknesses that make depressed and irritable, and yet are content to go on suffering until the weakness has gone too far, when they pay for their neglect with the tortures of a deadly disease.

Those dark circles under the eyes, bad breath and nasty taste in the mouth, weary, stabbing, dragging-down backache pains, headaches, swollen and rheumatic limbs are the warnings of deadly kidney complaints. Do you know that Bright's Disease causes thousands of deaths every year?

Delays are dangerous. As soon as the first symptoms begin to show themselves you should treat them, with a remedy that has cured thousands of chronic cases, the remedy that thousands of people are taking to-day, the only proof cure for kidney trouble—De Witt's Kidney and Bladder Pills.

These are the words of Mrs. Briggs, of 2, Park-lane, Hayes, End, Middlesex:—"I owe my life to De Witt's Kidney and Bladder Pills; they made me a new woman."—Mrs. Briggs says that after a severe chill her kidneys became inflamed.

KIDNEY & BLADDER

# De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., 44-45, Rathbone-place, London, W.1, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.



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A handy visible file; absolutely dust-proof. It is adaptable to any desk, furnishes you with a hard clean writing surface and is ornamental apart from being a most practical office necessity.

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An efficient and economical labor saving device for office use. An automatic machine for fastening together Paper, Cardboard, Silk, Cotton, Dress Goods, Etc.

**"Roberts" Numbering and Dating Machines.**
These machines are adapted for use generally in a business office—for stamping the receipt of letters, orders, etc.

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# German Predicts U.S.-Japan War

# Offers America His Services Free

PREDICTING that the next war will be between the United States and Japan in 1924 and offering his services to America without pay as a submarine or destroyer commander, Captain Lieutenant Brunner, Torpedo-Naval officer, made a remarkable statement just before leaving Shanghai last week on his way home after being held for five years as a prisoner of war. He sailed on the Hudson Maru.

"We believe Austria should be blamed for starting the war, as the Kaiser did not want it," he said. "We do not feel that our people at home are yet ready for a republican form of Government. Some sort of a monarchy would be much better for us, patterned, perhaps, after England's form of government.

"America was misled into entering the war as a result of English propaganda. We admit America caused our defeat.

"I do not know as yet what I will do on my return to Germany, though I will probably study submarine problems. Submarines will win the next war which will be between America and Japan, which we think will come in 1924. If at that time America will accept my services, I will volunteer to serve without pay as commander of a submarine or destroyer."

**FLYS GERMAN FLAG**

The Hudson Maru, though a Japanese ship, had her single funnel encircled with broad painted bands of black, white and red, while from her foremast head flew the merchant flag of Germany, when she sailed from Shanghai.

Aboard her were 800 cheering, unrepentant Germans, ex-prisoners of war, bound for home.

All branches of Germany's former land and sea forces stationed in the Orient at the outbreak of the great war were there. Rarely did officer or conscripted man boast a complete uniform. Artillerymen from the land forts round Kiaochau bay rubbed elbows with the men from the Torpedo boat S 90, who were heroes in their companions eyes for their exploit in sinking a Japanese cruiser.

Most smartly clothed were officers who had been stationed at the legation in Peking. Of those aboard the Hudson Maru, 600 came from the six prison camps in Japan, which were located at Nagoya, Aonogahara, Bando, Narashino, Kurume, and Ninoshima. Of the remainder 60, who comprised the crew of the S 90, were from the prison camp at Nanking, China. All had been prisoners for five years. The remaining 140 had originally been in prison in different camps in Siberia, from which they had succeeded in escaping, making their way into Chinese territory where they were captured and interned

**LOOKED WELL FED**

Though clothed in many colors, the men and officers with the exception of some twenty odd, showed no ill effects as the result of their long confinement. The exceptions, were men who had not yet recovered from ill treatment and lack of nourishment while prisoners in Siberia.

Those who had been confined in China were unanimous in praise of the treatment they had received from the Chinese, though men from Japan seemed as a unit, to feel that better treatment and food could under the circumstances, have been accorded them. Those who escaped from Siberia told a pitiful story, always adding, "when we reached Chinese territory we had for the first time enough to eat." Those who fell into the hands of the Don Cossacks were treated with extreme cruelty, while those captured by Bolsheviki were treated very well. Czeck captors were reported worst of all. Men were brought out who on bearing their backs disclosed livid wounds, some of them still unhealed, which they declared were the result of floggings they had received in Siberia following unsuccessful attempts to escape.

**AN INTERESTING HISTORY**

Captain Brunner, acting as spokesman, apologised for lack of better quarters but spoke good naturedly of the crowded condition of the steamer. He was asked if he felt the quarters provided were more uncomfortable than those occupied by the "prisoners of war" which the Moewe placed upon the Hudson Maru when it despatched her with several hundred on board to South America in 1917. He laughed and said, "probably not."

The Hudson Maru has an interesting history. An ancient freight steamer, her speed in good weather sometimes equals seven knots per hour, and it is expected she will be at least two months on her present voyage to Bremerhaven.

When the German sea raider Moewe on her second cruise was at the height of her glory, she came across the Hudson Maru bent on peaceful business. On overhauling her, and learning from the Japanese officers that her speed under favorable conditions was between six and seven knots per hour, Captain Count Dohna, commanding the Moewe, decided she was the very ship to relieve him of the many prisoners then on board the Moewe, whom he had taken from vessels he had sunk.

Taking such stores as were required, the transfer of his prisoners was made, and with German officers and guard on board, the Hudson Maru reshaped her course for South America which she eventually reached, there to be interned until the closing of the war.

It is a fitting sequel to that incident, that she is now serving as a means to transport the countrymen of her former captors, home to a defeated Germany.

This Captain reluctantly told of his own exploits:

"I suppose you wish to hear about the torpedo boat S.90.

"I was ordered out to China early in 1912 to take command of the S.90. She was a small torpedo boat, built in 1898, since which time she had been continuously on duty in Chinese waters. With the Taku (her sister ship) she came into Germany's possession at the close of the Boxer trouble.

"Immediately following the declaration of war, a strong Japanese fleet blockaded Kiaochau bay where we were lying, off the city of Tsingtau.

"Following a council of officers on October 17, 1914, it was decided that I should make an attempt to run the blockade.

"We started shortly after midnight hugging the shore to southward. Just after getting clear of the bay, while running at slow speed with all lights extinguished, we made out a fair sized vessel directly ahead. Every man knew just what was expected of him, as this very contingency had been provided for. Fearing that increasing our speed would attract attention of the men 'on watch' I laid a course directly for her broadside.

**NO SEARCHLIGHTS**

"No lights were visible on the vessel for which we were heading, but what surprised me most, was the fact that they were not sweeping the water with their searchlights. Had they been doing so our presence must surely have been discovered.

"When at a distance of about 300 yards, I ordered two torpedoes to be fired at her. Both must have struck her fairly, as an instant later a double explosion of great force took place, and I feared for a moment that our little craft would be sunk by the rain of debris which fell upon us. As we made off at full speed we could plainly see the vessel sink.

"Instantly the entire Japanese fleet seemed to wake from the heavy sleep they must have been enjoying, for searchlights hitherto unused, everywhere sprang into use, while colored signal rockets were sent up from vessels which we could not see, but which must have been close at hand.

"Steering even closer to the shore we escaped unseen. Realising that when daylight came, our slow speed would mean discovery and capture, I decided to beach the S 90 and then destroy her. This was successfully carried out shortly after daybreak without the loss or injury of any single officer or man.

"Then we marched to the nearest railroad point where we surrendered to the Chinese who interned us at Nanking, where I must say, we received very good treatment during the five years of our internment.

"It was not until sometime after our arrival at Nanking, that I learned the identity of the warship we had destroyed. It proved to be the Takatschio. Built as a cruiser (displacing 3,700 tons) she had been used by the Emperor of Japan as his private yacht, on board of which he had made several cruises.

"October 18, 1914, was the date she was sunk. On board of her at the time were 280 officers and men, only two of whom were saved."

*This Picture Shows Hudson Maru Starting On Her Voyage To Germany, With Flags Flying, Her German Band Playing, And 800 Germans Cheering Loudly*

## Rouble Again Drops After Friday Rise

### *Kerensky Currency Is More Popular Here Than Romanoff Or Omsk Money*

Because roubles were cheaper in Chefoo than in Shanghai yesterday, the price dropped again after the market had preceptibly strengthened on Friday.

Friday's rise followed receipt of telegrams by Chinese merchants from Vladivostok bringing the news that business conditions are better now than for some months.

In Vladivostok on Friday, 10,000 roubles were worth Taels 200 while in Shanghai Taels 100 purchased the 10,000 roubles. This made the local demand heavy and over 1,000,000 roubles were purchased here for Vladivostok, according to brokers.

Yesterday the Vladivostok orders were shifted to Chefoo because the roubles were cheaper there than in Shanghai.

One of the remarkable features of Friday's big buying was that purchasers secured Kerensky roubles and did not demand the Romanoff rouble or the Omsk currency. The Kerensky roubles are still used in Siberia although nothing remains of the Government but memory and Kerensky is in Paris, a private citizen. Moscow is standing behind the Romanoff rouble yet neither this form of currency nor the Kolchak money, issued from Omsk, were demanded by purchasers.

## *Canadian Sleeping Car Falls Into Icy Lake; 20 Injured*

(*Reuter's Service*)

Burlington, Vermont, January 31.—A sleeping car on the Montreal express derailed and fell down the embankment into ice-covered Lake Champlain. Twenty persons were injured, but no one was killed.

## *Julian Eltinge Opens At Olympic Tomorrow*

### *American Musical Aggregation Here For Engagement Of Two Weeks*

Julian Eltinge's delayed opening in an "American Vaudeville Revue," which has proved one of the leading musical attractions of recent seasons in the United States, will take place at the Olympic Theater tomorrow night when the big company, which arrives this morning on the Pacific Mail steamer Venezuela, will begin a two-weeks' engagement.

Included in the company of fifty-odd people are a dozen or more names familiar to the American world of musical opera. Among these are the Misses Cleo Gascogne, Marjorie Carville and Phyllis Gordon and Leo Beers and Bonnell and Lee. Special scenic and lighting effect are being carried and the music is that of the noted Eltinge jazz orchestra.

The opening was deferred from Saturday night on account of the delayed arrival of the Venezuela from Japan where the company has been touring.

## Shanghai College Notes

The Annual Mid-Winter Exercises of the College were held last Saturday. At one o'clock the military exhibition and inspection was held. The 300 students in their smart uniforms presented an inspiring sight as they went through their evolutions.

* * *

At 2 o'clock there was a basket ball game between the College team and the team of the American Song Service.

* * *

The exercises were held at 3 p.m. Dr. John Lee of the Lecture Department of the Y.M.C.A. delivered the address. His theme was "Specialisation and Co-operation." It was a timely message for the students.

* * *

After the exercises tea was served to all the guests, teachers and students.

* * *

Examinations are in progress and the term closes Feb. 11. The Spring term opens March 4.

## *Woman's Club Annual*

For the first time in its history of 20 years, the American Woman's Club is preparing to publish a complete record of the year's work, done through its four departments, in a unique and finely illustrated volume called the American Woman's Club Annual. It will be a book about seven by eleven in size and will contain 250 pages, with an attractive art cover. The Club is making history by linking up the interests of American women in the study of China and Chinese Art, Social Service British music, Women's Choruses and Social life in Shanghai and a copy of this annual should be in the hands of every American Woman in China.

The Literary Section alone, will be a rare library on Chinese Art, containing all the valuable talks and papers given in the department meetings and a full description of a dozen or more fine old collections in Shanghai, that have been visited by department members.

The Music Department furnishes the community with a study course of British composers, trains women's choruses and affords Shanghai residents many musical treats.

The Social Service Department sets forth the needs of Shanghai and tells what the Department is doing to meet these needs. This will include work done for the several thousand American sailors that visit this port annually, as well as that done for Russian refugees and others.

The Social Department deals with all social events in connection with the club.

The volume is thoroughly American and aims to link up the interest and good will of all Americans in the Orient.

The staff in charge of this publication is as follows: editorial, Mrs. F. J. Raven, Mrs. Robert Lang, Mrs. F. D. Drake, Mrs. R. E. Lunkley, Mrs. Arthur Rugh; Mrs. Arba J. Heald, art editor; Mrs. Elizabeth Dadisman, treasurer; Mrs. L. K. Little, advertising manager; Mrs. Percy Bryant, Miss Gertrude Oldroyd, Miss Adelia Schelly publication committee; Mrs. W. H. Lacy, Mrs. C. D. Gianque, Mrs. H. K. Wright, Mrs. Rogers, subscription.

The preparation of material is well under way and the publication will appear at the end of the club year.


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1. A Bull Frog Cocktail

*Choice of* 2. Tomato Carlton. 3. Canape of Anchovies.
4. Buffet a la Russe.

*Choice of* 5. Petit Marmitte.
6. Cream of Onions au Crouton.

*Choice of* 7. Live Mandarin au Bleu.
8. Filet of English Sole, Marguerite.
9. Larded Roast Tenderloin of Beef aux Champignons.

*Choice of* 10. Spring Chicken, Casserole.
11. Saddle of Young Lamb, Currant Jelly.
12. Roast Mallard Duck, Hunter Style.

*Choice of* 13. Potatoes Anna.
14. Potatoes Delmonico.

*Choice of* 15. String Beans St. Germain.
16. Carrots and Peas a la Cream.
17. Jerusalem Artichokes, Hollandaise.

*Choice of* 18. Coupe Imperial.
19. Vanilla Ice Cream, Chocolate Sauce.
20. Zabayone.

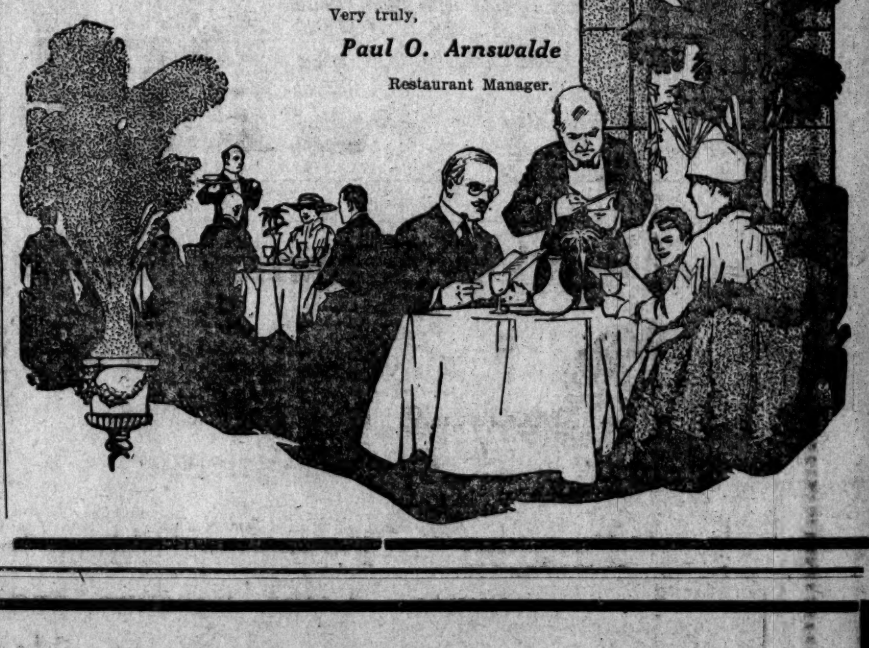
21. Demi Tasse.

All Wines, Whiskys, Liqueurs, etc., served in this Cafe are guaranteed to be absolutely of European bottling.

Very truly,

*Paul O. Arnswalde*

Restaurant Manager.



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# ANOTHER BIG MONEY SAVING EVENT

## "GLOVE WEEK" AND "COAT WEEK" AT WHITEAWAY'S

**Stocktaking is now close on us and in order to reduce our heavy stocks in these two sections we offer drastic price reductions based on this favorable exchange.** HIGH EXCHANGE MAKES GENEROUS REDUCTIONS THIS WEEK.

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| *1 Green and Blue Mixture Cloth Coat. Usual Price ..... $31.00* | Current Rate **$21.00** |
| *1 Purple Cloth Coat with plain collar edged fringe. Usual Price ..... $65.00* | Current Rate **$36.00** |
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| *1 Black Astrakhan Coat with Fur Collar Usual Price ..... $69.00* | Current Rate **$40.00** |
| *1 Saxe Blue Hair Cloth Coat with Belt. Usual Price ..... $43.00* | Current Rate **$26.50** |
| *1 Grey Saxe Stripe Coat with Black Plush Collar. Usual Price ..... $75.00* | Current Rate **$50.00** |
| *1 Dark Brown Cloth Coat with belt. Usual Price..... $37.00* | Current Rate **$24.00** |
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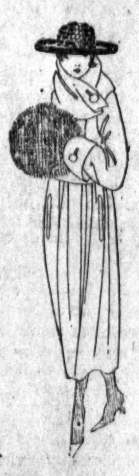

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| *1 Fancy Check Cloth Coat with belt. Usual Price ..... $69.50* | Current Rate **$42.00** |
| *1 Black Hair Cloth Coat. Usual Price ..... $43.00* | Current Rate **$26.00** |
| *1 Navy Suede Cloth Coat with Brown Fur Collar. Usual Price..... $79.00* | Current Rate **$50.00** |
| *1 Emerald Fawn and Black Check Coat with Fur Collar and belt. Usual Price..... $75.00* | Current Rate **$62.00** |
| *1 Fawn and Mauve Stripe Cloth Coat with plain Collar. Usual Price ..... $85.00* | Current Rate **$56.00** |
| *1 Grey and White Cheek Cloth Coat Trimmed Grey Fur Collar. Usual Price ..... $75.00* | Current Rate **$50.00** |
| *1 Black Grey and Tan small Check Coat with Belt. Usual Price ..... $45.00* | Current Rate **$28.50** |

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**They are all this season's stock and are in perfect condition.**

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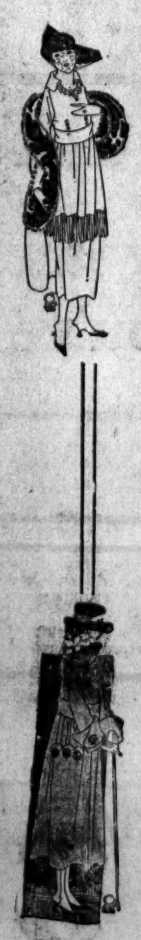
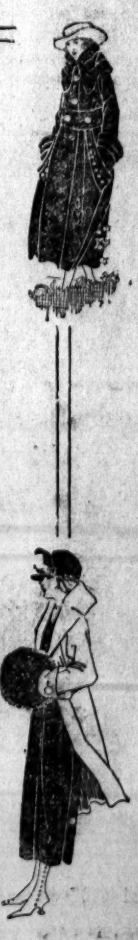
| *150 pairs Heavy Chamoisuede Gloves in White Chamois and Pastel. Usual Price $2.25* | CURRENT RATE **$1.20** |
| *120 pairs Fine Light White Suede Gloves. Usual Price..... $2.50* | Current Rate **$1.00** |
| *75 pairs "Gordon" Suede Gloves in Tan or Grey Shades. 3 Pearl Buttons. Usual Price ..... $2.50* | Current Rate **$1.25** |
| *69 pairs "Avenue" Kid Gloves in White Tan or Grey Usual Price..... $3.50* | Current Rate **$2.00** |
| *77 pairs "Hart" Washable Gloves in White or Chamois. Usual Price..... $3.50* | Current Rate **$2.00** |
| *53 pairs "Dixwell" White Suede Gloves. 3 Button. Usual Price..... $3.25* | Current Rate **$2.00** |
| *49 pairs Heavy or Tan Suede Gloves. Usual Price...$3.25* | Current Rate **$2.00** |
| *41 pairs "Medhurst" Washable Suede Gloves. 2 pearl Buttons. Usual Price..... $4.00* | Current Rate **$2.00** |



| | |
|---|---|
| *1 Small Check Saxe Green Cloth Coat with Belt. Usual Price..... $35.00* | Current Rate **$22.50** |
| *1 Nigger Brown Coat with Belt Usual Price ..... $25.00* | Current Rate **$15.00** |
| *1 Dark Brown Hair Cloth Coat with Belt. Usual Price. $43.00* | Current Rate **$26.50** |
| *1 Nigger Brown Face Cloth Coat with Black Plush Collar Usual Price ..... $45.00* | Current Rate **$24.00** |
| *1 Grey and Emerald Check Cloth Coat with Belt. Usual Price..... $45.00* | Current Rate **$22.50** |
| *1 Saxe Blue Cloth Coat with grey check and Belt. Usual Price..... $45.00* | Current Rate **$30.39** |
| *1 Dark Brown Cloth Coat Fur Lined, Black Fur Collar. Usual Price..... $57.00* | Current Rate **$39.00** |
| *1 Black and White Check Coat with belt. Usual Price $43.00* | Current Rate **$29.00** |



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# FROM WAR BERLIN TURNS TO MOVIES

### Motion Pictures Are Even Shown In Churches; Works Of Poe Are Popular

Berlin, November 25.—The air was tremulous with nervous excitement, there were spreading rumors of an impending Spartacan uprising. Certain streets, as usual, were barricaded with ostentatious barbed wire; machine guns flanked the Brandenburg Gate. An aeroplane circled over the heart of Berlin, throwing down sheafs of "proclamations." People ran into the street, and grabbed after the fluttering leaflets. The lucky ones were centers of excited groups struggling to read the proclamation out of the air. The World correspondent seized one and read:

"Veritas Vincit—Truth Conquers—The Big Sensation Film—3,000 Performers." This is characteristic of the liveness of Germany's movie world. It fears nothing—except the irresistible invasion of American films. And American films are now on the black list of forbidden imports—except for import licenses which may be granted in very special cases.

"The Life of Christ," in five reels, shown in a Berlin church at the fancy price of 20 marks a seat, is probably the quaintest post-revolutionary movie novelty. The famous Garnisonkirche, the once imperial "Garrison Church," where the new levies of the Kaiser's guard regiments used to swear the solemn oath of loyalty to the Highest War Lord, was the scene of the attempted exploitation of the Life of Christ for movie purposes. By way of extenuation it was said that the box receipts were to be devoted to a war charity.

A profane note was injected into the proceedings when the principal movie actors appeared before the screen between reels to receive wreaths of flowers sent by the promoters, rather tending to destroy the sacred illusion. Most of the professional movie critics voted the "Life of Christ" not a film success.

Better luck and more favorable criticism attended another novelty—the successful attempt to launch the "literary movie" in an "Intimate Picture Playhouse" specially built on the model of Reinhardt's famous little "Kammerspiel" Theater. Five intensive, super-concentrated one-act photoplays made up the first experimental bill, based on short stories of Edgar Allen Poe and Robert Louis Stevenson. The Berliners liked particularly the filmed fantastic weirdness of Poe, and this kind of "literary movie" appears to be a novelty which will endure.

# QUEEN OF SPAIN IS FOND OF FASHIONS

### She Walks Incognito With London Smart Set In Costly Furs And Short Skirts

London, December 5.—The present fashion, which decrees that women shall cover their faces with hats, wraps and furs almost after the manner of yashmak, was very useful to Queen "Ena" of Spain to preserve her incognito during her visit here recently. She was to be seen any morning taking a constitutional in the Row, and then she drove to Bond Street, where she promended with the rest of the smart set, very often quite unrecognised, even by those who ought to know her appearance well.

It is said that she is very proud of her reputation as "the best dressed Queen in Europe," and she certainly devotes a large part of her time and energies in sustaining it. Her coming sensibly increased the enormous harvest being reaped by dress profiteers, and, it is stated, that one big fur shop alone benefited by her visit to the extent of nearly $100,000. She was always seen in magnificent furs in the very newest style, which she showed off to high advantage.

Queen Victoria has a fine figure, and since she has grown thinner, it shows to better effect. She walks gracefully and wears her skirts not extravagantly short enough to display pretty feet, finely turned ankles and a foot or so of very shapely leg. It can no longer be lese majeste to talk of the royal leg seeing that it was exposed like any commoner's for public admiration.

# American Exports To Europe Reach Five Billion Mark

(Reuter's Service)

Washington, February 2.—The trade balance of the United States against Europe last year was $4,435,000,000, American exports to Europe being $5,186,000,000 including $2,279,000,000 to Great Britain and $893,000,000 to France. American imports from Europe were $751,000,000 including $309,000,000 from Great Britain.

# British Sailor M.P. Awarded Naval Cross By U.S.

Commandant Bernacchi, INTERNATIONAL

Commander Bernacchi, of the British Navy, Liberal candidate for Parliament for Buckingham, has been awarded the Navy Cross by the United States for his anti-submarine operations during the war.

# POPE WAGES WAR ON WOMEN'S DRESS

### It Is Expressly Forbidden To Allow Immodestly Dressed Women In Catholic Churches

Rome, December 1.—Pope Benedict IV. is pursuing his campaign against the present styles of women's dress, which he condemns as "immodest and un-Christian." His Holiness instructed all Catholic women's unions recently to refuse to receive women who dressed so immodestly as fashion demands at the moment. The Pope has caused a circular to be sent to the rectors of all churches, chapels and oratories in which it is expressly forbidden to allow immodestly dressed women to enter Catholic places of worship.

The circular defines as immodest low necks, short sleeves and short skirts. The World correspondent learns that the Vatican is taking up the subject very seriously and has instructed bishops to see that a movement against immodest clothes is organised in their dioceses all through the world. So, unless styles change in a short time, an organised campaign will certainly exclude ultra-fashionably dressed women and girls from Catholic churches.

# TO BE SEMI-PUBLIC BANKS

### London Institutions Move To Convert Their Business

London, January 1.—Moves converting themselves to semi-public banks for making their acceptances, largely based on foreign transactions, more acceptable on the London market have been started by private banking firms.

The Lazard Bros. Company, affiliated with Lazard Freres, have altered their positions, their Paris branch organising an independent London banking firm. They will move to new and larger quarters soon.

Another old established firm, the M. Samuel Company, a private institution, has metamorphosed itself into the limited banking company of M. Samuel and Co. As limited companies those banks are in a position to publish full periodical statemets showing their proportion of acceptances and commercial paper to resources, which will give buyers of their paper opportunities to glance over their statement to see just how safe their acceptances are. Heretofore buyers were in the dark, as a result of which their acceptances were not as easily sold by brokers as was regularly publishing financial houses' paper.

J. C. M. Jacobs, general manager of the Liverpool and Markins banks, has retired after thirty-three-years of service. Fisher Caldwell succeeds him.

# New Mint Director Here On Wednesday

Mr. Chung Mun-yew, the newly appointed director of the Shanghai Mint, is expected to return to Shanghai this week from Canton. He has been visiting in the Southern capital. His visit, however, has been somewhat marred by a slight attack of malaria, but in a letter to THE CHINA PRESS yesterday, he said he has completely recovered and will be in Shanghai about Wednesday.

# Organise Company In Philippines For Business In China

### 'The Honigsberg Of North China' Will Handle Automobiles And Supplies

The Honigsberg of North China has been incorporated, with main offices in Manila, accordingly to the Manila Daily Bulletin. Mr. C. H. French, treasurer of the Pacific Commercial Company, is treasurer of the Honigsberg organisation and holds all the paid-up capital stock save four pesos, divided among the four other directors of the company.

These directors are Messrs. Max Shoop, K. S. Clark, Jose Yule and Jose R. Cuodra.

The entire authorised capital stock of the company is 300,000 pesos of which 102,004 pesos has been subscribed and paid. The company will operate, it is understood, in North China, being one of the first corporations organised and authorised under the laws of the Philippine Islands for activities in a foreign field. It will handle automobiles, truck and accessories, machinery in general and other products, and act as manufacturers' agents and commission merchants and consignees.

# Boy Causes Wreck; Chauffeur To Lose His Right To Work

### Ricsha Is Run Down When Youth Takes Wheel Of Father's Motor

A Chinese chauffeur lost his license for three months because he humored the 17-year-old son of his Russian employer and allowed him to drive a motor car with the result that a ricsha was run down and Mr. S. I. Mills and his ricsha coolie were upset. The case came before Italian Assessor Ros and Magistrate Tsang yesterday in the Mixed Court.

At the hearing it developed that the boy had been haled before the Russian court and fined $35 for his recklessness.

On the morning of January 29 the boy was driving the car at Burkill and Bubbling Well Roads. The chauffeur was beside the youth in the driver's seat. Mr. Mills said the boy made an improper turn and collided with his ricsha, damaging it and throwing himself and his coolie to the ground.

The chauffeur was convicted of allowing an unauthorised person to drive the car. His defense was that the boy was his "young master" and that he could not refuse.

# Third Party May Arise In America

Tokio, Jan. 17.—Washington cables that indications show the possibility of a Third Party, unless Progressive planks are incorporated in Democratic and Republican platforms. The Radicals are favoring Government ownership of railroads and aid to farmers and soldiers.

Headquarters of Machinist Unions, having a membership of 400,000, have announced that they are authorisod to call a strike, unless the anti-strike provisions of the Cummins Railroad Bill are defeated, according to a Washington cable, dated January 14.

## Mr. Wu At Victoria

"Mister Wu," the famous three-act play from the life of an Englishman in China, will be staged in Russian at the Victoria Theater Thursday night at 9:15 o'clock. The performance will be undertaken by the well-known actress, Madame N. A. Terskaya and the famous actor-manager, Mr. M. A. Smolensky, who played the role of "Mister Wu," when the drama was first produced in Russia in the local language.

# Coal Mine Control Discussed By Lloyd George At Meeting

(Reuter's Service)

London, February 5.—The demand for nationalisation of the mines was discussed tonight between Mr. Lloyd George and the Parliamentary Committee of the Trades Union Congress and the Executive of the Miners Federation. It will be remembered that the Trades Union Congress at Glasgow resolved that "in the event of the Government still refusing to put in force the principle of nationalisation a special Congress shall be convened to decide the form of action to be taken to compel the Government to accept the principle.

The discussion lasted an hour and a half. The proceedings were private, but it is stated that Mr. Lloyd George indicated that the views of himself and the Government on the subject had not changed but that in the scheme of coal control which was being prepared there was a possibility of a reconsideration of certain points.

# McTyeire Alumnae Attend Reception

A successful and pleasing function was held yesterday afternoon at the new Faculty Residence of the McTyeire High School, 1 Edinburgh Road, when about a hundred alumnae, their husbands and children were entertained by the members of the faculty.

A program of music and recitation was held and tea and refreshments were served.

The school will close for the winter recess Friday.

# American Consul To Chefoo Visitor

### Mr. Stuard K. Lupton Has Long Record Of Service; Comes From Bombay Post

Mr. Stuart K. Lupton, newly appointed American consul at Chefoo, is in Shanghai on the way to his new post and is the guest of Mr. Edwin S. Cunningham, United States Consul-General here. He comes to China from Bombay where he has been holding the post of consul.

Mr. Lupton has a long and interesting record in the American consular service. He assumed his first post in 1905 at Amoy, going from there to Valparaiso in Chile. He was transferred from there to the post of consul at Messina and was there through the turbulent period in 1908 when this district in Sicily was devastated by a volcano. He also filled the post of consul at Catania, in Sicily, and later served for a period in Guatamala before he went to India, first to Kerachi, and later to Bombay.

Mr. Lupton expects to be in the city several days before proceeding on to Chefoo.

## Passengers Arrived

Per C.M. s.s. Shengking from Dairy and Chefoo: Mrs. J. Leunax, Mr. and Mrs. Lyons, Messrs. G. Rountool, Marrey.

Per N.Y.K. s.s. Suwa Maru from Hongkong: Mrs. H. Goldenberg, Misses E. I. Beaty, A. Granden, B. Harlan, L. Clark, N. Barnes, Mrs. V. V. Clark, Capt. and Mrs. P. H. and Miss P. H. Rolfe, Mr. and Mrs. A. L. Gollner, Mrs. L. G. Arrenger, Mr. and Mrs. A. O. Addelson, Mr. and Mrs. R. C. Taylor and 2 children, Messrs. W. Farley, A. Rugh, Tse Lian Yuk; through for Nagasaki: Mr. I. H. Abelson, Capt. and Mrs. R. Swain; for Yokohama: Mrs. V. Moure, Mr. E. M. Stratton; for Victoria: Mrs. C. M. and Miss M. M. Gibbs; for Seattle: Mr. and Mrs. J. Bredell, Mr. and Mrs. D. G. Gallahan, Mr. and Mrs. L. Dunber, Mr. J. Rabbitt.

Per N.Y.K. s.s Kashima Maru from Seattle and ports: Mr. and Mrs. Bewick, Capt. S. G. Bean, Mr. and Mrs. Bates, Lieut. C. C. M. Williams, Misses M. Labatut, A. E. Nickels, M. J. Fargarty, Capt. A. P. Sutherland, Messrs. R. Dumbar, J. W. O. Davidson, G. H. Collins, W. S. Ekins, J. McKinlay, A. J. Miller, F. Young, A. T. Smith, G. W. Null, D. White, Hall, H. F. Lawson, F. S. Hyatt, H. F. Payne, G. Coleman, L. W. Greeman, H. Sternberg, D. H. Wythe.


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# Cream Soups better than you've ever made before!

Hot tomato soup—how good it is for luncheon or dinner! It is good the way you make it now, but next time, make it this way with Libby's Cream:

Scald 2 cups Libby's Cream. Add ¼ teaspoon salt, ¼ teaspoon sugar, 1 rounded teaspoon cornstarch, and a dash of cayenne pepper mixed with ¼ cup water. Cook 1 teaspoon minced onion with 2 cups strained tomato for ten minutes, strain—add ¼ teaspoon soda and mix with the thickened cream. Serve immediately with croutons. Serves six.

See how much richer Libby's Cream makes all your cream soups—and all your cooking. It is fine, pure milk with more than half the moisture removed—nothing added. It is sterilised to come to you fresh and pure.

And Libby's method of sterlising gives it so delightful a flavor that its users prefer it to any other cream, in coffee, and in all cooking.

And it is so economical, so convenient, you will wonder how you ever kept house without it!

So rich is Libby's Cream that when your recipe says milk you dilute this cream half and half with water. Whenever the recipe says cream, use Libby's Cream just as it comes from the can.

Ask your grocer today for this famous cream.

*Libby's* Cream

Agents: CONNELL BROS. COMPANY

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# Cardinal Mercier, Belgium's Heroic Primate, Who Defied German Army, Honored By Knights Of Columbus

His Eminence, Cardinal Mercier, Archbishop of Malines, Belgium, was made an honorary member of the Knights of Columbus to the Fourth Degree by Supreme Knight James A. Flaherty at a dinner in honor of the Belgian Primate, held Oct. 9, at the Hotel Commodore, New York City, under the auspices of the New York Chapter.

The ceremony was performed at the instigation of the Supreme Board of Directors before one of the most notable gatherings of Catholics ever assembled in New York. The dinner to honor the Cardinal at a public reception was put under the direction of the Knights of Columbus of that city by the Most Reverend Archbishop Patrick J. Hayes.

It was considered the greatest demonstration in Cardinal Mercier's honor since his arrival in America. The genial prelate, whose own people hold him in such reverent esteem and on whom have been conferred distinguished honors both in Belgium and in America, was cheered repeatedly by the twelve hundred persons present, and when, as the last speaker of the evening, he arose to address the assembled Knights and their friends, he received an ovation that continued for several minutes.

At the speakers' table in the grand ballroom Cardinal Mercier and Archbishop Hayes sat on either side of the toastmaster, Dr. Harry P. Swift, recently re-elected chairman of the New York Chapter. To the Cardinal's right was William P. Larkin, L.L.D., Overseas Director of the K. of C. War Activities, and to the left of the Archbishop sat the Honorable Victor J. Dowling, L.L.D., Justice of the Appellate Division of the Supreme Court of the State of New York.

**TRIBUTE TO CARDINAL**

At the same table were the Right Rev. Bishop de Wachter, Auxiliary Bishop of Malines, and the leading clergy and laymen of the Archdiocese. At the other tables were many men of prominence in the political, professional and business life of the city, and the balcony extending around the ballroom was crowded with ladies. The banquet hall was decorated with the flags of the Allies and the Papal colors, the banners of the United States and Belgium predominating.

After proposing toasts to the President of the United States and the King of Belgium, Dr. Swift opened the post-prandial exercises.

"The Knights of Columbus of the city of New York have never received a higher recognition of their humanitarian work than is divined in the distinguished presence here this evening. Cardinal Mercier, valiant defender of his country's rights, typifies the cardinal principle of our Order—Charity, Unity, Brotherly Love and Patriotism—and tonight we greet him with respect and admiration. Throughout the war every Catholic heart was thrilled with pride at the attitude of this strong, heroic man of God. We read of his courage, of his fortitude, his patience and his faith in the justice of God, and we knew that he was but upholding and maintaining the traditions of the Church of Rome, and we knew that his faith would carry him through his terrible crisis. He knew that God was with him and that God would right the wrongs of his people. He defied the German army and his defiant cry re-echoed throughout the world.

"We are gathered here tonight to honor him and to show him how much we want to help him in whatever plan he has in view for the rehabilitation of Belgium. We pray that the Lord will bless him and that Belgium will emerge from the effects of the war prouder, better and more glorious that she ever was before."

**PICTURES HIM IN BELGIUM**

Overseas Director Larkin was then introduced. Dr. Larkin in his eloquent manner related to the diners his first meeting with Cardinal Mercier in Malines, picturing at the same time with unerring grace the conditions in the land and among the people of the venerable hero. After describing that meeting and telling of the repeated desire of the Cardinal to thank America for the aid given Belgium, Dr. Larkin proceeded in part:

"And now the Cardinal is in our very midst, and we are honored beyond all poor power of words to express, to sit here tonight breaking bread with him, touching shoulders and basking in the smile of this beloved Prince and Prophet, this mighty moral leader, who, with no great military machine to support him, and relying on nothing but his own indomitable spirit—the spirit of the Master—dared openly to assert the rights of his people in the harrowing days when whose people were the sentinels on the outposts of civilisation.

"He comes to us first, as a Prince of the old Church. And then again he comes as the incarnation and embodiment of such heroism of soul, of patience, courage, fortitude and patriotism, as has exalted all mankind in the beholding, and idealised and enthroned him for all time in the heart of every American, without distinction of class or creed. And finally, he comes as representative of that people whose name has always been a synonym for valor from the days when Cæsar immortalised them in his Commentaries, to that fateful day when they were given the choice between ignoble peace and prosperity on the one hand, and on the other the loss of everything else in life save their own and their country's soul; and when, to their everlasting glory, they hesitated not for a single instant between the paths of honor and dishonor, but thundered into the face of the invader the defiant

## *Cardinal Mercier, Hero Of Belgium*

challenge which was to find its final apotheosis on the plains around Verdun, 'They shall not pass.'

**TRIUMPH IN AMERICA**

"Cardinal Mercier, here in this land, discovered and dedicated to the Cross by the illustrious navigator, six hundred thousand Knights of Columbus, whose proudest boast and chiefest aim and deepest purpose is to give practical express to the spirit of brotherhood which was the burden of the angelic salutation on that first Christmas morning so many centuries ago, have watched with quickened beatings of the heart your triumphal progress among the American people, and the glad acclaim with which you have been everywhere received. We have yearned for this night so that we, too, might add our voices to the pæans of praise and admiration resounding on every side. Now that we have been vouchsafed the blessed privilege of beholding you in the flesh, we offer you our hearts, fully and freely and unreservedly; we pray that every honor and blessing may be multiplied unto you a hundredfold; that you may be given health and strength and length of days to rule among your people and give testimony of the light after the maxim of your coat of arms. 'Apostolus Jesu Christ,' and may the years which are to come bring surcease of care for you, and compensation for the terrible ordeals you have faced for suffering humanity; and may they carry with them the fullest fruition of your every purpose and desire."

When Dr. Larkin concluded, Dr. Swift introduced Justice Dowling, whose scholarly portrait of the life, the heroic deeds, the unflinching spirit of the Belgian Primate aroused his audience to great applause. Justice Dowling spoke in part as follows:

"In the fast lengthening roll of achievement of the Knights of Columbus, I am sure this banquet will preserve a permanent place, not alone because of him who is your guest of honor, nor yet for the representative character of this great assemblage, but as well because it has furnished the occasion for a demonstration of the respect, admiration and affection of the great body of militant Catholics who constitute the metropolitan membership in the Order for one of the greatest and best beloved of all the heroes of the world war and an opportunity to emphasise their belief that the qualities which he displayed in his native land for the benefit of whole world are worthy of emulation in our own beloved country. For there is need for whatever tends to exalt the spiritual and to convince mankind that the best defenses against injustice are to be found in belief in God's justice, confidence in its ultimate triumph and fearless defiance of wrong, no matter how strongly intrenched it may seem to be.

**JOHN McCORMACK SINGS**

"All these were unswervingly followed as rules of action by your guest, and yet, while no one of our generation has shown more of that force that comes from the certainty of right, no one has been more merciful, more charitable, or more careful to avoid provoking any useless sacrifice of human life. The title under which his pastoral letters have been published in French seems to me to epitomise the principles of conduct which he has consistently followed under tremendous provocation to act otherwise; that title is 'Justice and Charity.'

"And it is because his whole life has been redolent of the sweet odor of these virtues, that all humanity today is laying at his feet a crown whose flowers are the love, veneration and gratitude of a world for which he has helped to preserve happiness, civilisation and freedom."

John McCormack, the tenor, was then presented as a Knight of Columbus, who, through his art, had raised half a million dollars for war charities. He sang several selections, and at the conclusion Cardinal Mercier rose from his seat, walked over to where he was sitting and warmly congratulation him.

Archbishop Hayes was then presented. After referring to the "Wonderful Catholic demonstration of the evening," the Archbishop turn to the Cardinal and said:

"Certainly tonight, Your Eminence, I am the proudest Archbishop in the world, except yourself.

"So much has been said about His Eminence," continued the Archbishop, "That I am beginning to think that he is the greatest American of all. In fact, I believe he was an American all the time, but he did not know it. A great deal has been said of the Cardinal's spiritual side, and I venture to speak of his physical side. Cardinal Mercier has been going at a very rapid pace since his arrival in America. Those of you who have been charged with the preparation of this evening's affair will probably have to go to Atlantic City or some place else to rest up. I am hearing from the cities where Cardinal Mercier has visited, and from all sides I hear that those in charge of his entertainment have had to go away for a few days' rest after he left.

"Now I am not here to make an address, but to say that I rejoice to find this wonderful, large, noble Catholic spirit as exhibited here tonight. I feel that, His Eminence, by visit to us, is going to intensify and consecrate our devotion to the Church.

"In her crisis little Belgium had a power that could not be resisted. That power was Cardinal Mercier, who had in his heart the power of God and a sense and conviction that God rules the world and that He must continue to rule. And so I have no fear for the safety of little nations and of their independence—and that includes Ireland.

"I say again that his visit to us is a benediction, and I pray that God will increase that blessing and grant us peace, prosperity and happiness."

**ADMIRATION OF WORLD**

Supreme Knight Flaherty in conferring on Cardinal Mercier membership in the Knights of Columbus, said:

"Your Eminence, Cardinal Mercier: Your words and actions have excited the wonder and the admiration of the world and have made you the champion of civilisation and humanity. In your darkest hour you were sustained by your faith in God, and he did not leave you naked to your enemies.

"I am here to perform the pleasantest duty of my life. The Supreme Council of the Knights of Columbus, at a special meeting held yesterday, instructed me to tender to you, and to beg your acceptance, honorary membership in the Knights of Columbus, and so that there will be no misunderstanding, they direct that you are admitted to full knighthood, even to the fourth degree. This would be a scant courtesy if we stopped here. Our entire membership of over 600,000 throughout the land will be appealed to, to give a substantial meaning to the honorary membership conferred upon you, by raising a fund to send to you by Christmas to contrast it with the Sad Christmas of 1914."

Bro. Flaherty then invited Cardinal Mercier to attend the unveiling of a statue of Lafayette presented by the Knights of Columbus to France. The statue will be erected at Metz and will be unveiled some time next year.

**CARDINAL MERCIER SPEAKS**

When Cardinal Mercier arose to speak the cheering and applause continued for many minutes.

"This" he said, "Is the greatest manifestation I have ever met with. Here in America I go from surprise to surprise. Last week I attended a dinner at which there were 800 guests. I never expected to see a great number of diners at one time. Tonight there are 1,400 and all full of sympathy, united in faith and charity. I sincerely thank you for your splendid welcome. I have no words to voice my feelings. I said that I was going from surprise to surprise. In one day last week I received three degrees from three different institutions, but tonight, in one minute, I get four degrees.

"Now, I am a little inclined to reproach the Supreme Knight. I think I know enough of your constitution to know that before you accept a new member you should look into his character and find out if he be a practical Catholic. Last night your venerated and dear Archbishop expressed his fear that my faith may be in danger. At least you should have from him a certificate that I have given no scandal while I have been a guest at his house. Anyway that is your affair, and I accept the four degrees with deep gratitude. I feel greatly honored by my membership in the Knights of Columbus. By becoming a Knight I become a brother to my King Albert, and the first time I meet him I will be happy to shake his hand and say, 'Hail Brother Knight.'

**LAUDS K. C. WORK**

"I want to take this occasion to thank the Knights of Columbus for the splendid work done during the war. You gave to the world a noble example of unselfish devotion and of patriotism. I know that one-fourth of your entire membership served in your Army and Navy. I met many of your men in Belgium, and I may say that I was a friend of them all. Many, like Mr. Larkin, called on me, and as soon as I found out that they were Knights of Columbus we at once became good friends.

"When I came up your beautiful New York City bay on my arrival in America we met a little boat coming out to greet and to welcome us. It was the Knights of Columbus boat and the first gift received by our party in America was the chocolate candy and cigarettes so freely given by the Knights of Columbus.

"I want to express to gratitude for all you did for us. I have a debt to pay to your society for the help you gave our people."

The arrangements for the dinner were made by a committee consisting of Edward A. Arnold, treasurer; Joseph Toomey, secretary; James A. Barkley, Frank G. Jones, John J. Forde, George A. Reynolds, Cornelius E. Kennedy, Laurence L. Cassidy, William A. Murphy, Joseph L. Quinn, Wethered J. Boyd, Gerald Donovan, Thomas B. Cleary, Jeremiah Callahan, James A. Dowd and Edward F. Lacey.


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# -:- THE GOLDEN COLLAR -:- BY BRADLEY GILMAN -:-

NEARLY everybody who goes to Cairo visits the ostrich-farm, six miles outside the city; but not everybody learns the story of the great ostrich who wears the golden collar—a story which is closely interwoven with that of the bright-eyed but deformed young Arab Yusuf, who keeps watch from the central tower overlooking the farm.

I would not have unearthed the story myself had I not brought a letter of introduction to Mustapha Bey, the owner of the farm. Clever, taciturn Yusuf would simply have answered my questions, with smiling courtesy, perhaps even translating the Arabic inscription on the collar, but entering not at all into the dramatic details which were implied by it. I did indeed, notice, as I looked down from the tower, the gigantic form of the ostrich, and I asked, "Why is that big fellow kept alone in that pen? Is he dangerous?"

Yusuf replied, in broken English, with a dreamy smile on his brown face, "He good ostrich, Sais good ostrich, but people 'fraid." And he leaned over the railing and gazed at the great creature, with evident affection.

After a moment's silence, he gave me a searching but kindly look, and asked, "Want Sais speak to you?"

"Yes," I answered, at a venture.

He uttered a peculiar cluck, and the ostrich, standing, as I judged, over six feet high, looked intently up at us; another cluck and a hissing sound from the dwarf, and the great bird made a few powerful strides half around his pen, then rose in a mighty leap, upborne by the spring of his powerful legs and by his black, glossy wings, and came over the seven-foot wall of sun-dried bricks, as if it had been a toy-fence. I caught my breath, involuntarily, at his amazing display of power, and my surprise deepened into alarm as Sais rounded the corner of the wooden tower, and came, half leaping and half flying, up the stairway toward us.

Yusuf suspected my fear, for he laid his thin, dark hand on my arm reassuringly. "No 'fraid, no 'fraid," he said, with a quiet smile.

Up came the mighty creature, three stairs at a time; and I shrank behind the dwarf, and was ashamed. When Sais reached the platform, he towered above me and seemed like some pre-historic winged monster; his sinewy legs were a grayish pink, and seemed possessed of limitless strength; his long, pliant neck darted restlessly about, and his bright eyes scanned me with fearless curiosity. The dwarf reached up his arm and laid it affectionately upon the golden collar around the creature's neck, and with his other hand offered a piece of sugar. The two strange beings were evidently intimate friends, and I judged that the Arabic, in which Yusuf talked softly to him, was made up of endearing phrases.

A week later, at the Khedivial Club in Cairo, over Turkish coffee and Egyptian cigarettes, I told Mustapha Bey about the incident. He was amused, and recounted to me the history of the collar.

"A sais, as you know," said he, sinking comfortably back upon his divan, "is the gaily-dressed man who runs in front of some of our native equipages; a sort of courier; of no particular use in these modern days, but I see that some of your European friends have adopted the custom."

He narrowed his eyes and looked at me quizzically over his tiny coffee-cup. "Sais, the ostrich, got that gold collar because of a famous race which he ran—and won—ten years ago, when we were putting in the railroad which passes near my farm."

Mustapha Bey was himself the active agent in the building of this railroad, and is still one of its directors.

"The story of the collar really begins, however, far back of that date; in fact, it began with the first lot of ostrich eggs which was imported into this region, nearly eighteen years ago. It was a venture of mine, and my friends said that it would not succeed. I feared as much, myself, when only one of the dozen hatched; that one, solitary, forlorn chick was Sais; we didn't call him 'Sais' then; he was simply 'the Chick,' or 'It'; and he staggered around in his pen for a few days, and seemed about as much inclined as was I to give up the experiment. But there was one other creature on the farm quite as feeble and forlorn as himself. That creature was the orphaned hunchbacked son of a Nile boatman, a boy of seven years, who managed to starve along on sugar-cane from the river-bank and wild carrots from the fence corners. I never had noticed the boy until I saw him, one day, in the pen with the ostrich chick. At sight of him I was on the point of ordering him whipped off the farm; but my keeper checked me. 'He is making the chick live,' said he; 'they love each other; the chick feeds from his hand.'

"The weeks and months passed, and the chick got a good grip on life, and grew rapidly. These birds reach their full strength at six

"The terrific pace carried him and his clinging rider past the cars one after another, as if they had been stationary."

years, and live to an age of twenty or twenty-five.

"I was encouraged by the health and strength of Yusuf's pet, and imported two more lots of eggs, both times with fair success; the young broods hatched and most of the chicks lived; we had learned to leave the eggs exposed to the warm sun during the day, and to cover them slightly at night; in the Spring time that was quite enough. Yusuf's young charge, however, had a long start, and was fully grown before the other chicks had feathered out. The boy and the ostrich were always together; the boy had been cared for, as I had directed, and had grown in strength evenly with the ostrich; but his deformed spine could not be remedied, and his arms and legs have always been somewhat shrunken, probably because of a lack of nutrition in his early years. His inability to walk and run with ease may have led to the plan, but he presently had trained his pet to take him astride of his strong shoulders and, with wings slightly raised, to carry him about, as if on horseback. I was at first uneasy for the welfare of the bird, but, as both bird and boy seemed to enjoy it, I said nothing; and I often watched the pair with interest, as the strong creature sped in great circles, on the desert outside the farm, running at a rate far exceeding the capacity of the best horses in any Cairo stable."

Pausing to light a fresh cigarette, Mustapha Bey continued: "About that time I was giving less than my usual attention to my farm itself, because I was getting a land grant for the railroad. I had an English engineer with me, and the grant was finally obtained, and the laying of the track completed a mile beyond the farm, on the way to Fayoum. But there was much native prejudice against the new project, and several times short sections of the track were torn up at night by fanatical Arabs.

"At length the road was available for construction trains, and we discharged fifty camels and their drivers, having no further need of their services, and these drivers fomented the opposition of the people as much as possible.

"One day we ran a train of three cars out of the Cairo shops, as far as my farm, and I had ordered a luncheon prepared for several important Shieks, and had invited them to ride to the city in the cars. I was not at the farm, myself, that day, but learned the details of the affair, as I now relate them, from my secretary, Abdul Aziz, who was on the spot.

"It was the season Kourban-Bairan, a Mohammedan festival much like your Christian festival of Christmas. At that season it is the Arab custom to eat mutton Everybody eats it—the poor are provided with it—some of the more savage families tear a living sheep in pieces and devour the flesh raw.

"Another characteristic of our people is the regarding of imbecile and insane persons as under the direct inspiration of Allah; and many crazy people go about at large, who, in your country, would be restrained in asylums. Such a man was present, that opening day, at the temporary railroad station, near the farm; he had caught the general spirit of native antagonism toward the new iron highway, and he had gorged himself with mutton. Carefully as we had planned the events of the day, we had not taken insane fanaticism into account; and it nearly wrecked our project, or might have delayed it for years. After the distrustful Sheiks had taken their places nervously in the cars—being eloquently exhorted thereto by my faithful Abdul,—and he was about to signal the engineer, the train suddenly started without warning, and began to move from the station. The explanation was that the insane vagrant whom I have mentioned had climbed into the cab of the engine (while the fireman was oiling one of the bearings, outside), had pitched the engineer headlong to the ground, and had pulled the starting-lever."

"You see the significance of the situation," he suggested, with his inscrutable Egyptian eyes narrowing. "The fortunes of our costly experiment were hanging in the balance; our first load of passengers composed of leading Arab chiefs, our train headed for Cairo and our new terminal station, and a crazy man seated alone and fanatically jubilant in the engine cab.

My narrator had begun his story in a light and cheerful vein, but at this point as the memory of the eventful day grew upon him his dark face became serious, and he instinctively drew the fold of his rich schokha about his shoulders, and readjusted his tarboosh upon his head. Gravely he continued, and fire came into his dark eyes as he spoke. "That was Yusuf's day and hour. Allah so willed it. Yusuf, was among the crowd at the station, crouching comfortably on the shoulders of his great winged pet, like a 'fellah' high up in the head of a date palm. He saw the act of the insane man, he saw the train start, and he realized the momentous consequence involved; but he did not scream, nor waste time in idle brandishing of arms, like the other natives. He was a clever fellow, even then; and he knew, in that moment, that there was one possible chance of averting disaster; he knew that there was a side track, at Cairo, a few hundred yards outside the terminal station. If the rushing train could be thrown upon that sidetrack, it would exhaust its speed on the sharp upgrade of the hillside. But how could a message be carried? There was no telephone in those days, and our telegraph line was not in working order.

"There was one possible messenger—swift-footed, swift-winged; it was the ostrich, Sais. That day the great creature's name came to him. Yusuf settled himself firmly on the strong shoulders, and hoarsely whispered the signal."

"At Yusuf's signal, Sais darted forward; he knew not his errand, knew not his path; but his young master had whispered to him to run; and he ran; yes, how he ran!"

"There was a choice of paths, and Yusuf acted wisely. He guided Sais along the highway of plane trees, which is more direct than the long curve of the railway; then he cut across the orange grove which you saw on your left.

The train was nearly a mile ahead and moving at what would be called extraordinary speed in this slow country, where even express trains attain only twenty-five miles an hour, as a maximum. Yusuf knew that the real struggle was to come along the track; and he was not sure about the ostrich's footing over the ties; but Sais barely seemed to touch the ties or the ground; indeed, his wings supported half his weight and his rider's, and a false step, now and then, would not have proved fatal. The powerful creature was running eagerly, joyously, with little apparent effort, yet with a swiftness which Yusuf had never before called out; the boy was half terrified and half fascinated, yet, under all, he was resolute to succeed in his purpose.

"They drew up to the train, when it crossed the bridge over the Nile; they must pass it, but not yet; the daring lad spoke quiet words to his steed and checked him; over the ties of the bridge they flew, and crossed in safety. Then, on the broad embankment beyond, Yusuf gave the signal, and Sais responded. The mighty creature here for the first time seemed to catch the idea of a race, of competition; before this he had run from sheer joy of free, swift action. Now they were abreast of the flying train and, with a scream of exultation, Sais put forth all his magnificent power; he ran with a lightness which gave Yusuf an easy seat; he passed car after car, from whose windows turbaned heads and swarthy, anxious faces protruded in wonder, and perhaps hope. Oh and on! The creature was speeding at a rate, probably, of fifty miles an hour; and the terrific pace carried him and his clinging rider past the cars one after another, as if they had been stationary.

"The white walls of Cairo were now plainly in view; not a half mile intervened between the engine, with its crazed occupant, and the new terminal station; but just ahead was a highway crossing; and there lay a great peril; a train of heavily-laden donkeys was filing slowly across the track. Yusuf's heart almost failed him at the sight! Would they all cross in time, or would the excited ostrich swerve from his course? The lad, now almost exhausted, gave one encouraging cry to his winged steed and closed his eyes. Then he felt the great bird rise with a mighty bound. There was a pause, but in a second the powerful feet touched the ground again, and the danger was over—the donkey train had been cleared at one great leap.

"Now the switch was close at hand. The cries of the donkey drivers had brought out the Arab switchman. He was an intelligent fellow, and Yusuf's warning cry and gesture gave him his cue. Clang went the iron bar; and Yusuf heard it only faintly, as he clung to his noiseless steed, for he was a hundred yards beyond. But he knew that his wild task was accomplished; and he talked to Sais and checked him—and fell, in a faint, to the ground, as an explosion and a crash sounded in his ears.

"The train had rushed across the switch upon the side track. The crazy man in the cab was gesticulating wildly from the window. The engine dashed fifty yards up the slope of the siding, and plunged, with boiler exploding, into an empty house at the extreme end of the line."

Mustapha Bey paused, panting, almost as if he, and not Yusuf and Sais, had run the race. I waited, myself short of breath, for him to finish the tale. He drained his full cup and added, "That was the end, as Allah had willed it from the beginning. The engine was wrecked and the cars were somewhat shaken; but not a passenger was seriously hurt. When the people attempted to lift unconscious Yusuf from the ground, Sais attacked them savagely; the lad lay there ten minutes, with the great bird striding excitedly around him. When Allah gave the lad back his senses Sais rejoiced with great joy."

Another pause, and I asked softly, "But the golden collar! What of that?"

Mustapha Bey seemed to come back to me and to the Khedivial Club room as if out of a mist and from afar. "The collar was given to Sais by our railroad company," he said. "The inscription is in Arabic, and reads, 'For him who runs to victory with feet and wings.'"


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# mma Goldman Withdraws Her High ourt Appeal Before 'Soviet Ark' Leaves

York, December 21.—ited States transport will his port within ten days for carrying several hundred Reds held for deportation. Goldman and Alexander an will be among them. Goldman, whose appeal deportation is before the States Supreme Court, w her appeal yesterday on from her lawyer that the Ark" would start within n two weeks with most of aders of the Russian Red ent in this country. le Harry Weinberger, the for Emma Goldman and an, was carrying the news "Red transport" from Com- ner General of Immigration ny J. Caminetti at Wash- to the Ellis Island Soviet, Secretary of the Soviet assy" here was testifying e had frequent conferences William C. Bullitt before young diplomat made his to Soviet Russia on behalf eident Wilson. timony also was introduced, gh denied by Ludwig C. A. rtens, the Soviet representa- to show that the Soviet u here had aided the tion of the Communist in this country and had to aid that revolutionary sation in establishing rela- with the Bolshevist Govern-

**DRAWS APPEAL**

Weinberger sent notice last to the office of the Attorney al at Washington saying Emma Goldman wished to raw her appeal. According r. Weinberger, he was ed by Mr. Caminetti and an of the Department of that the Government had d to send the transport n ten days, but he could not to what port it was to go. Weinberger said that he ht Kronstadt was its destina- thus landing them in Soviet ory, by an agreement with oviet Government. He said he was not sure of this and that he had been informed he question of finding a port making the delivery of the to Soviet territory was being ed by the State Department. plan urged by Congressman Siegel of New York has that of sending a ship loaded all Russians held for de- tion to Libau to be forwarded e Letts, at the request of Government, to Soviet ory.

ere are ninety Russian hists held on Ellis Island for rtation and several hundred s held for deportation in parts of the country, some hom are now on their way is port.

e United States Supreme t held that Berkman had no d for his appeal from the of deportation, but postpon- ecision in the case of Emma man, because of her plea that ad been illegally deprived of citizenship and could not rly be sent away as an alien.

**FERS JAIL TO ISLAND**

his letter to the Attorney ral, however, Mr. Weinberger

iss Goldman instructs me to m you that she desires to draw her application for writ error, or appeal, stay and se on bail. This is espe- her decision, for if the eme Court of the United s should allow the appeal, refuse bail pending argument r decision of the appeal, jail portation would be preferable continued custody on Ellis d without proper opportunity exercise, and where the censor the Department of Justice s only once or twice a week examine and allow mail to back and forth and visitors only seen through a wire en.

e gave as a further reason withdrawing the appeal that Goldman was unwilling to her friends to the expense ived in an appeal. Although original order of deportation made in her case several ths ago, Miss Goldman made tatement through her lawyer oring the shortness of the allowed to her to wind up affairs in this country.

did not expect," she said, t I would be given time to nge my affairs, as the sudden ng for my deportation shows hysteria of the Government als, which has communicated f to the courts, and to print tremendous record of books exhibits in the case which the ernment introduced would n my friends who have so y stood by me and would be ttle avail, in my opinion, as ve no faith in the courts.

Having lived 34 years in country, and having many ness and personal affairs to nge, yet I do not get time to e any of them. I expect e in Soviet Russia to shortly of American-born citizens g deported from America to Island of Guam or some other nial possession of America, ite the constitution, which guarantees free speech and a free press."

**SECRETARY MET BULLITT**

Santeri Nuorteva, the Secretary of the Soviet "Embassy," admitted to the Lusk committee that he had had several conferences with William C. Bullitt with regard to Russian affairs. He also admitted having had some correspondence with Bullitt after Bullitt returned from his semi-official mission to Russia with Lincoln Steffens and others, complaining that President Wilson had neglected him, Lloyd George had shelved him, and Secretary Lansing had, in a private and confidential correspondence, condemned the League of Nations.

"Are you acquainted with William C. Bullitt?" asked Deputy Attorney General Samuel A. Berger.

"Yes. I met him in March, 1918, in the State Department at Washington."

"Have you had any correspondence with him since that time?"

"Yes. I have been in correspondence with him in the same manner that I have been in correspondence with many people. I have put him on our mailing list. There may have been some personal correspondence."

"Did you have any correspondence with him before he started on his trip to Russia?"

"I had several conferences with him in the Spring of 1918, but I did not see him immediately before he went to Russia. He was in Paris before he went to Russia."

"Are you personally acquainted with Lincoln Steffens?"

"Yes. I met him twice or thrice."

Mr. Nuorteva said that the Soviet Bureau had received through its secret messengers a letter containing an account of the arrival of the Bullitt Mission, and its negotiations with the Lenin Government which led to the proposals for peace between Soviet Russia and the Allies, which were carried by Bullitt to Paris.

**LENIN RECOGNISED BULLITT**

Chairman Martin asked the witness if the letters from Russia showed that the Lenin Government had accepted the Bullitt Mission as an official body from the United States Government. Secretary Nuorteva replied that it had so accepted them.

"Have you any knowledge of who suggested the names of those who served on the Bullitt Mission?" asked Mr. Berger.

"No, sir, I have no inside information on that."

Mr. Berger was asked later what the object of this question was, and he replied that he sought to confirm through the witness information which he had received from other sources as to the origin of the Bullitt-Steffens visit to Soviet Russia.

Nathan Chabrow was the emissary of the Communist Party of this country to Soviet Russia, who was aided by the Soviet Bureau here, according to John Chabrow, his brother, who appeared before the Lusk Committee yesterday. Chabrow said that his brother failed to get through to Russia and was stranded in Stockholm without funds. After hearing of his brother's predicament, he said that he went to Martens in August of this year, and that Martens promised to send cablegrams to Soviet representatives which would smooth the way for his brother.

A letter was introduced from Nathan Chabrow, thanking his brother, saying that he had received $100 from the Communist Party here and other money and was getting along fine. He also acknowledged receipt of copies of the Revolutionary Age and the platform of the Mexican Communist Party. He said that the Mexican Communist Party was formed in Mexico City, and that its literature was handled in this city at the Communist headquarters at 43 West Twenty-ninth Street.

Martens, the Soviet representative, testified that he knew nothing about this matter, and had not helped Chabrow in any manner.

**ATTACKS CAPITALISTS**

Nuorteva made denials in answer to questions intended to discover whether he had made speeches in Ohio or Pennsylvania during the steel strike. He admitted that in addresses he had attacked the captalists of Finland and Russia, but he denied that in this country he had made any attacks on the United States Government. He said that the letters of instruction which they had received from Russia directed them to use their utmost efforts to procure the lifing of the blockade and the resumption of trade relations, but said the Lenin Government also instructed the Soviet Bureau to refrain absolutely from taking part in radical movements in this country or interfering in American affairs. He admitted that he had done his utmost to make people believe that the present Russian Goverment was a good Government and ought to be recognised.

Nuorteva declined to answer questions relating to the whereabouts of the correspondence with Russia or the names of messengers carrying it, contending that his "diplomatic position" protected him in such a stand. He was asked if he and Martens had not recently been discussing their action of some weeks ago in sending this correspondence out of the jurisdiction. He replied:

"No, sir, your dictaphone must have worked wrong."

Archibald E. Stevenson and Mr. Berger, the lawyers for the committee, were instructed to go ahead with proceedings for contempt against Martens, Nuorteva and Dr. Michael Mislig, all of whom have declined to give information to the committee. Mr. Berger said that they would probably go to the Supreme Court on Monday to ask for the punishment of these men for contempt. It was admitted, however, that Martens and Nuorteva, because of their claim of diplomatic immunity, might be able to carry the appeal in the contempt proceedings as far as the United States Supreme Court, possibly prolonging the contempt proceedings beyond the life of the legislative committee. The committee adjourned to meet next Thursday morning at the City Hall.

**RED MEETING FORBIDDEN**

A widely advertised meeting of the Communist Party of the Bronx did not take place last night in the London Casino, Third Avenue, near Claremont Parkway. District Attorney Francis Martin went to the proprietor of the hall before the meeting was scheduled to begin and informed him that if he opened his hall to the Communists he was liable to arrest, and that the police would hold him to strict accountability. He decided not to open the hall.

The police from several stations in the inspection district were on hand and they kept the crowd of persons who came to the meeting moving. It was estimated that about 2,000 persons came to the hall and were turned away. The police order was brief, "Move on and keep moving." There was no disorder.

## TEACHERS CONGRESS URGED

**Swiss Want International Meeting Next April**

Berne, December 6.—The congress of Swiss school teachers proposes to the International Association of Teachers at Brussels a preliminary international conference on April 17-19, 1920. The objects of the conference, which it is suggested should take place in Switzerland, would be to reorganise the international movement among teachers, and to draw up an international program of instruction which would be common to all countries.

Representation at this preliminary conference would be limited to two delegates for each country, but a large international conference would be convened at a later date.

## INDICT SOCIALISTS

Chicago, January 22.—William Ross Lloyd, a millionaire "parlor socialist" and 37 others have been indicted, charged with conspiracy to "overthrow the government by force."

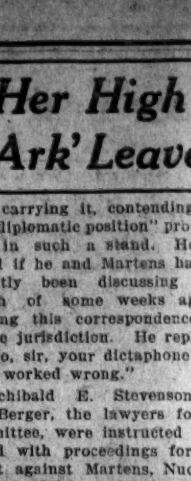
## *New British Chair For U. S. History*

***Sir George Watson Endows It With $80,000 Fund; Novel Plan***

London, December 13.—The foundation and endowment of a chair for the study of American history, literature and institutions is an interesting and valuable feature in the program of the Anglo-American Society for the celebration next year of the sailing of the Pilgrim Fathers three hundred years ago. Sir George Watson has been happily inspired to make the return of the Prince of Wales from his historic visit across the Atlantic the occasion for a munificent gift of $80,000 to this end.

By the terms of the program the donor has the right to have the chair called after his name. Sir George proposed that it should be known as the Prince of Wales chair, but the Prince, while acknowledging the suggestion with the gratitude it deserves, thinks it more fitting that the foundation should bear the name of the giver.

The tenure of the chair in some respects will be exceptional. It will not be established in any one university or filled permanently by an individual professor. The scheme proposes that a British or American scholar or public man should hold office for periods of a year or two in alternate succession. There may be difficulties in working out the idea in practice, but of its excellence there seems to be no doubt. There never has been a good popular history of America in British schools; perhaps one of the new professors will devote himself to the task of producing a book of that kind.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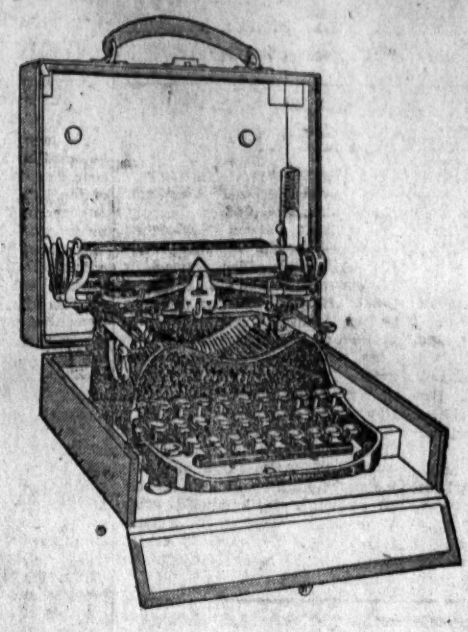

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## Today's Church Services

**Holy Trinity Cathedral.**—Sexagesima. 8 a.m., Holy Communion (and at Bubbling Well Chapel). 10:30 a.m., Mattins, Litany and Sermon; Psalm 25; Hymns 160, 282, 228, 369; Preacher, The Dean. 3 p.m., Children's Service. 6 p.m., Evensong and Sermon; Psalm 26; Hymns 242, 254, 280, 18; Preacher, The Sub-Dean.

**St. Andrew's Church, Broadway.**—10:30 a.m., Mattins and Sermon; Preacher, Rev. W. Robbins, M.A. 6 p.m., Evensong and Sermon; Preacher, The Dean.

**Union Church.**—11 a.m., Preacher, Rev. C. G. Sparham; Chants 53 and 54; Anthem "Give the King Thy Judgments" (Brewer); Hymns 10, 381, 265. 6 p.m., Preacher, Rev. J. Darroch, Litt. D.; Chants 37 and 38; Anthem "Lead me Lord" (Wesley); Hymns 299, 286, 682.

**Shanghai Free Christian Church.**—(Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m. by Rev. George Andrew. Evening 6 p.m. by Rev. George Andrew.

**St. John's Pro-Cathedral, Jessfield.**—Evening Prayer in English at six o'clock. Preacher, The Rev. J. W. Nichols, M.A.

**Christian Science Society of Shanghai,** Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Spirit." Sunday School 10 o'clock. Testimonial Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

## Philosophy Of Marshal Foch

In a remarkable interview published in Paris Marshal Foch says he was divinely inspired to defeat the Germans and that the allied victory was willed by God.

"When," Marshall Foch said, "in a historic moment a vision is given to a man and when in consequence he finds that this vision has determined movements of enormous importance in a formidable war, I believe that this vision—and I think I had it at the Marne, on the Yser and March 26—comes from a providential power in the hand of which one is the instrument, and I believe that the victorious decision was sent from on high by a will superior and divine."

In religion Marshal Foch is a devout Catholic.

The allied leader also reveals that from boyhood, when he saw Germany defeat France, he had lived for but one purpose and that was to humble the power that had humbled his country.

All the world knows Marshal Foch as a soldier. The allied statesmen and the Germans, too, have come to know him as no mean diplomat. But how many know him as a philosopher? This is the side of his character which is pictured by his acquaintance, Andre Demaricourt, in the Echo de Paris.

"From the age of 17," Foch said, "I dreamed of revenge, after having seen the Germans at Metz. And when a man of ordinary capacity concentrates all of his faculties and all of his abilities upon one end and works without diverting, he ought to be successful. There are, of course, conditions. He ought to be objective and never subjective. I contend he ought not to get lost in passing impressions. Facts alone count, and he ought to devote himself to facts.

"How, then, did I win the war? I did it by smoking my pipe. I mean to say, in not getting excited, in reducing everything to its essential, in avoiding useless emotions, in concentrating all my strength on my job.

"Was this job difficult? Possibly it was. Our war, you see, was a very curious war. It was a battle of governments. To speak only of ourselves—we had confronting our French republic, with its profound national sense, the kaiser, a man not very intelligent, a bluffer, a man of hasty action, and for that reason a bad judge of his acts. The kaiser served us in good stead, for an express train was intrusted to a stage coach driver.

"I am often asked if I really believed the war would be a long one. I knew nothing about that. It wasn't my business.

"I have always sought to do my work according to formula. When one philosophises too much on the consequences of the act he thinks he ought to perform, one loses his feeling, also his strength. I permitted myself two emotions because they were agents of power. It was necessary to face the idea of defeat and to face the idea of victory.

"The idea of victory—it had to be at all costs. I wished it, yes, but that was easily said. To gain it, it was necessary to recognise that the war of humans never changes in essence. It varies only in its tools. On the Marne I had been beaten and I said to myself, 'I will be beaten four times, five times if need be, but I will survive.'

"Above everything the will to conquer is based upon confidence. But this will is nothing if it does not know how to use the means, and I do not speak only of myself, when I say that it is there that hangs the success or failure of a chief from the intellectual point of view.

"Do not speak to me of glory, of beauty, of enthusiasm. They are only words. Guard yourself in France against these expressions. They are useless. They are lost strength. The war is finished. That is one expression that is good, but epithets as well as fancy phrases are worth nothing. Nothing survives except facts, because facts alone count.

"Here is one fact that gives me satisfaction. It was the meeting at Rethondes. That was an act. That act marked the defeat of the German empire and I saw Erzberger with rage seize his pen and sign that act. And then I was content to have willed it and to have known how to employ the means, for the business was done."

## Invictus By William H. Wright

The coal supply at this hospital will last only a few days. Three thousand men here at your mercy. Many of us are confined to our beds. No coal may mean death. We fought for you in France. Are you going to let us freeze?—*Message of overseas wounded at Fort Sheridan to Sangamon County miners.*

*This is the creed of the Gods of War,*
*Stale as the world is old—*
*The fighting breed must starve and bleed*
*That the Slacker may have his Gold.*

They have trailed your flaming banners low
In the muck of a senseless hate,
The gifts you bought when the price was high
They cast to the outer gate;
The torch you fired in the white hot blast
Is the light of a day that's done,
And the raucous wolf pack mouths and mauls
The victory you won.
In Halls of State the cause you pledged
Is torn by greed and pride;
A thousand lips have raised to scorn
The fearful deaths you died.
In mad'ning rush for praise and pelf
They clutch their tainted due
And greet your cries with fierce surprise
As they answer, "Who are YOU?"
You have kept the watch on the shriek'ng trails
That wound to the lead-mown plain,
You have slewed and slogged on death-trapped roads
In the sting of an icy rain.
You have stood alone on the outpost line,
Where the hissing flares grew white
And the strombo horns wailed wild alarms
In the roar of a frenzied night.
You have lived where the stark gray crosses ride
On the bulge of the broken sod;
You have seen the face of the gas-slain dead
Go green as the grass you trod;
You have known the strain of a sleepless night
And the curse of the breaking day—
You have borne it all, and you never dreamed
Of the little thing called—PAY.
Their precious lives are theirs to live
By the Grace of God—and You,
Yet the crimson debt they soon forget
When the leaping guns are through.
But let the call ride forth again
And the frantic bugles blow,
They'll beg to be saved, and You—poor souls—
Will shoulder arms—and go.

*This is the creed of the Gods of War,*
*Stale as the world is old—*
*The fighting breed must starve and bleed*
*That the Slacker may have his Gold.*

# World Still Menaced By Fires Of War In Near East

By Morris Jastrow, Jr.
*(Professor at the University of Pennsylvania. Author of "The War and the Bagdad Railway," etc.)*

Prof. Jastrow published in 1917 a work on "The War and the Bagdad Railway," in which he set forth, on the basis of lifelong studies of the ancient and modern East, the historic significance of the great highway across Asia Minor and traced the history of the Bagdad Railway from its inception until the outbreak of the great war. In the last chapter of the book he took up the Eastern question and proposed a solution which he now further discusses and elaborates in this article on the basis of the present situation in the Near East as the result of the war.

The war is not over, nor will it be until the Eastern question has been disposed of. The adjournment of the Paris Conference and the announcement that a special international conference will be held in London to take up the distribution of what was once the Turkish Empire justifies the supposition that the many conversations that must have been held on the subject at Paris during the last ten months among the representatives of the great Powers only revealed the difficulties in the situation, but no solution.

The Eastern question has been officially "solved" so often during the last sixty years and more—since which time it has been the nightmare of European diplomacy that even an optimist might be disposed to raise the question whether it is capable of solution. It was the Eastern question that brought on the two international conflicts of 1854, the Crimean War, and in 1877, the Russo-Turkish War, in which directly or indirectly all the great European Powers were involved.

This same question was the largest single factor in bringing on the war of 1914, Germany and France might have gone on hating each other and growling at each other without ever involving the world in a conflict to settle their difficulties. German officers might have gone on giving vent to their feelings toward England by drinking toasts to "Der Tag" without that day ever dawning, certainly without issuing in a death life encounter between two mutually exclusive ideals.

If the Austrian Archduke had been assassinated in Berlin or Vienna in the conventional form of royal murders, by an anarchist or a demented individual, Germany would not have had the opportunity to embroil the world. It was the introduction of the Eastern question into the murder that gave Germany the chance to egg on Austria and to bait Russia, with whom as the backer of the Slav States of southeastern Europe a clash of arms was inevitable in order to clear the track for German schemes looking to the domination of the Near East. Serbia blocked the way to the Bagdad Railway and hence Austria was urged to hold Serbia responsible for the murder.

**ISSUE STILL UNSETTLED**

A year after the armistice the world is still confronted with the question that brought on the crisis. The decision on the western front has removed the menace of Prussian militarism and of German world domination, but it has not settled the issue which lay behind the Pan-Germanic scheme for the control of the Near East. If no solution is found by the proposed London conference, the outward appearance of peace among European Powers may be maintained for some years; but the conflict, like a smoldering fire, will go on, with the possibility of bursting forth into flames at almost any moment.

The coming London Conference will represent the third attempt to settle the situation arising out of the prolonged process of the dissolution of the Turkish Empire. The two previous attempts—the Paris Conference of 1856 and the Berlin Congress of 1878—were hailed with considerable enthusiasm as capable of settling the Eastern question, but the conference settled nothing except the certainty of further bloody conflict over the division of the spoils.

The conferences of 1856 and 1878 were doomed to failure because the guiding principle was false, and a false principle in diplomacy means a wrong principle. The question that confronts the world is: Whether the third conference is going to furnish another attempt to solve the Eastern question by the same method which led to dismal failure on two previous occasions.

The situation points that way. It is idle to close one's eyes to obvious facts, and if any further evidence were needed to demonstrate the complete failure of the Old World diplomacy in dealing with the Eastern question it could be found in the secret treaties, declarations and agreements made during the war by the Entente with Italy, Russia, Japan, the Arabs and the Zionists—and apparently also (though this is not definite) with the Greeks. These treaties, declarations and agreements are responsible for the appalling situation in the Near East after the war.

It now transpires that early in the war England pledged herself, subject to due recognition of French interest in Syria, to aid in the restoration of a great Arab State, which was to extend from Arabia proper northward to the Taurus range, to include Aleppo and Damascus as well as Palestine, and to embrace Mesopotamia in the East. The head of this State was to be the Sheriff of Mecca, with his title changed to the King of the Hedjaz, the name of the district along the Red Sea. This enormous territory is now claimed by Prince Feisal as the representative of the newly formed Arab State. Naturally, such an agreement provoked ill feelings between the Syrians and Arabs, since the Syrians did not relish the thought of being controlled by an Arab chieftain of Mecca.

The French, too, who had exercised a beneficent and semi-official protection over the Christians of Syria for about sixty years, and who had large commercial and religious interests in Syria, did not look with favor upon the formation of a large Arab State encroaching on what they considered their domain, and the policy of which would be directed from London. To still further charge the atmosphere the British Government recognised the claims of Zionists to Palestine to the extent of favoring the reconstitution of that country as a national home for the Jews. Though the language of the declaration of Mr. Balfour in November, 1917, was guarded, it was interpreted to mean that Palestine was eventually to become a Jewish State.

The result was to arouse the opposition of the native Mohammedans of Palestine and Syria, some 500,000, who were bitterly disappointed, after being freed from the Turkish yoke, to be asked to face submission to a new one or, as alternative, to be driven to the wall by a large immigration into a land not capable of holding more than double the present population. Prince Feisal added fuel to the fire by claiming that Palestine was to be included in his Arab State; and as if all this were not sufficient, now comes the agreement between Italy and the Entente to give Italy, as the condition of her entering the war on the side of the Allies, a share of Asia Minor on which she had long cast her eyes—the southern shore and the Dodecanese Islands. This, naturally, did not find favor with the Greek population, which is considerable along the entire coast from Syria down. They ask the embarrassing question why they should come under Italian domain and put in a claim for Greek control of the coast line of Asia Minor with some "hinterland."

**BRITAIN VIRTUAL GOVERNOR**

The change in the situation brought about by the successful campaigns of the English in Mesopotamia and Palestine has made England the virtual governor of these regions pending the settlement of the Turkish question, while France has anticipated the decision of the conference in regard to Syria by sending Gen. Gouraud to take command of the two important ports of Beirut and Alexandretta and the intervening coast territory in the hope that the hinterland, up to Damascus at least, will be brought under French control.

The Turks, too, have been heard from. Demonstrations have taken place in Constantinople and elsewhere against the dissolution of the empire. Having forced their yoke for many centuries on peoples foreign to them they know from the experiences which they imposed upon others how distasteful it is to a people to be regarded as a political dependency. It is hardly to be expected that any people will submit to be wiped out as a political factor without some struggle, and the Turk is a fighter as well as a hater. The reports that reach us from time to time of renewed hostilities of the Turks against the unhappy Armenians reflect the kind of activity going on in territory still under Turkish control.

Such, in brief, is the situation brought about by the continuation during the war of the oldtime spirit that attempted to settle the Near Eastern question in 1856 and 1878. The only differences between then and now is a balance in favor of a greater muddle at the present time. Unless, therefore, an entirely different principle is set up at the coming London conference nothing is to be expected except further outbursts of fanaticism of the Turks against Greeks and Armenians, an outbreak of hostilities between Greeks and Italians, a rising up of Palestinian Mohammedans against the Jews and of Syrian natives against the ambitions of the Arabs.

A gloomy outlook indeed, almost justifying the cynical prophecy that another war will have to be fought to end the war resulting from the attempt to end all wars.

Is there any way out of the muddle, or must it be confessed that the Eastern question, which is now synonymous with the problem of what to do with the remains of what was once the Turkish Empire, is really incapable of solution?

The Paris conference has brought into the foreground what appears to be a new principle—mandates, instead of division of the spoils. The lands once under Turkish control are to be divided up into natural divisions and each division is to be entrusted to some power to act as a guardian and to be responsible to the League of Nations. The panacea sounds attractive and it may be admitted that it does represent a decided advance on the former policy, which can only be characterised as political exploitation of the East.

But when we come to the distribution of the mandates among the Powers the inherent weakness of the new plan shows itself in the difficulties to be encountered—difficulties that are almost, if not entirely, insurmountable. There are only three possible candidates for mandates in the Near East: England, France and the United States. Italy and Japan would hardly be regarded as being in position to compete for the distinction. By an obvious division England must assume the mandate for Mesopotamia and Palestine, and France for Syria, which leaves Armenia and the rest of Asia Minor to be disposed of. I leave the new Arab State out of consideration for the present, though if that State is also to be placed under a mandate the only logical candidate is again England.

The United States meets with general favor as the mandate power for Armenia, but it is becoming more and more apparent that it would be unwise, as well as, in many respects not practicable, to apportion Armenia and the rest of Asia Minor among two Powers, though if this were done one hardly sees how any other decision can be reached except to give England, again, the mandate over Constantinople and what remains of Turkey in Asia Minor.

A mandate involves practical control of the country in question as long as the mandate lasts. With the European Powers still wedded to the old diplomatic methods as evidenced by the treaties, agreements and declarations made during the war, neither France nor Italy can be expected to grow enthusiastic at the prospect of seeing England thus in control of the entire stretch of highway across Asia Minor, for the United States as the mandate of Armenia would, because of our close relations with England, be an additional support rather than a counterbalance.

**SAME OLD PROBLEM AGAIN**

We would then have precisely the situation the prospect of which through the Pan-Germanic scheme brought on the war, to wit, a single Power dominating the East to so large an extent as to overshadow the others, with this difference, to be sure, that England would carry out her task with far greater consideration for other nations and with far greater benefits to the rest of the world than would have been the case if Germany had succeeded in her endeavor. (The Eastern question is not solved by substituting one possible control by a single Power for another.)

But England herself—so it is authoritatively stated—does not desire any further mandates in the East outside of those of Palestine and Mesopotamia and perhaps Arabia—which fall to her naturally. Palestine is the bulwark guarding the approach to Egypt, and Mesopotamia furnishes an outlet on the Persian Gulf which, as Lord Cranbourne announced many years ago England could not allow to pass under the control of any European Power because of the danger to her possessions in India.

The United States delegation at Paris favored the acceptance on the part of this country of a mandate for Armenia. The suggestion has met with influential support and recently men prominent in public life and acquainted with conditions in the East—like Henry Morgenthau—are strongly urging that we should also accept the mandate for Constantinople and Turkish Asia Minor. American sympathy with the unfortunate Armenians, manifested in various ways, is a strong factor in favor of accepting the mandate for this large stretch of territory.

But on the other hand, the objections that have been urged are too serious to be lightly brushed aside. Under present conditions a mandate for Armenia and Turkish Asia Minor would involve sending across the waters and maintaining there a considerable army. The size of such an army is variously estimated at from 200,000 to 500,000. There is no mistaking the strong feeling existing in this country against entering into any further military activities on the other side of the ocean after the menace to the world for which we entered the war has (as it is believed) been removed.

**NEW IDEA FOR US TO GET**

Besides, even those who decidedly favor our acceptance of the mandate must be ready to admit that such an undertaking is entirely a new departure for this country. The pertinent question is asked, Why should we assume the position of a guardian for a part of the world with which we have nothing in common and with which, outside of promoting commercial relations, we have nothing to do? One may not share this point of view but one must recognise its existence, as well as its force. No nation, not even one as young as ours, can throw aside its traditions without a struggle in order to assume a new role.

To accept a mandate for Armenia or for Turkish Asia Minor or for both would be an experiment that may turn out well or badly and a people naturally pauses, and should pause, before entering upon a doubtful experiment. This hesitation must not, however, go to the extreme of our refusing to be led, if circumstances point the way, as the natural direction, toward a new and unaccustomed road.

But do mandates offer a solution for the Eastern question that may be expected to finally lay the ghost that has stalked through the chancelleries of Europe for almost a century? Will the Eastern question not come back again to disturb the peace of the world?

**GIVE TEMPORARY RELIEF**

I venture to set up the thesis that a mandate may at its best offer temporary relief, but not a solution, and if not at its best it may lead to further complications. Even the most strenuous advocates of mandates cannot be entirely blind to the possibility of dangers involved. Unless the nations accepting mandates have purged their souls of all imperialistic ambitions, of all desire for territorial expansion the term is merely a thin diplomatic disguise for occupation of a country that does not belong to one. Occupation of a territory shades by fine degrees into a "protectorate" and the "protectorate" yields, when a crisis ensues, to permanent proprietorship. Such is the experience of the past. It is not necessary to assume a deliberate intent or a sinister motive if we find a people led from one step to the other, running the gamut from occupation to ownership. Circumstances often are more potent than deliberate intent.

What will have been gained if the East, rescued from Turkish misrule, should thus be subjected to a process that would appear to be inevitable? A friend remarked the other day that it requires a certain amount of unselfishness to be altruistic. Unless a country has some specific interest in assuming the role of protector over another she can hardly develop enough enthusiasm to continue the obligations if they should become irksome. England has such an interest in assuming the mandate over Palestine and Mesopotamia. France, too, has a decided interest in accepting the mandate over Syria, and both England and France have shown in Egypt and Algiers that they know how to administer affairs of foreign lands with due regard for the interests of the nation under their control as well as their own.

No one can read of the remarkable achievements of England in Egypt during the past twenty-five years, or better still, witness the results, without acquiring a profound respect for the broad and tactful policy pursued; and France has resuscitated Algiers as England has given new life to Egypt. And yet, England's very success is bringing about the difficulties she now encounters in Egypt through the rise of the national spirit. Her broad policy has strengthened that spirit by giving a large number of Egyptians the opportunities of a thoroughly modern education. These natives are raising the question whether the time has not arrived when, as a result of what England has done for them, they are able to stand on their own feet. The same question may some day be asked in Algiers.

**HISTORY MAY REPEAT**

Would not history repeat itself in the case of the mandates of Palestine, Mesopotamia and Syria at some future time? Already the excellent results of England's occupation in Palestine and Mesopotamia are to be seen. Official corruption has ceased and given way to orderly government. Jerusalem and Bagdad have been made safe and healthy. Roads are being improved and new methods of transportation introduced. We may expect in a few years to find Mesopotamia recovering, by the introduction of scientific irrigation, the position she held in the ancient world as a great granary.

Under French guidance Syria may be expected to prosper as she never did under Turkish misrule. All this should be admitted, but when the time comes to hand over these States to the native population will these Powers be ready to do so? Would it not be human if the sentiment would be developed in England and France against abandoning control after large sums had been expended on building roads, on improving port facilities, on introducing irrigation schemes, on building schools, and more of the like, all involving enormous sums which can only be partially recovered by commercial advantages of which other nations than those paying for the improvements will be able to avail themselves. One cannot beg the question, whether the same situation would not arise in Palestine and Mesopotamia some day that now confronts England in Egypt and India.

Ah! but the League of Nations can force a decision! Even the League of Nations will be powerless if those whose influence will be strongest in the Supreme Council feel it incumbent to support one another because actuated by the same spirit. If France, England, Italy and, let us say, Japan, are in the same boat it is not likely that any one of these nations will attempt to rock it for fear of a general spill.

As for the United States, assuming that we take the mandate for Armenia and Turkish Asia Minor without the slightest desire for

(Continued on Page 13)


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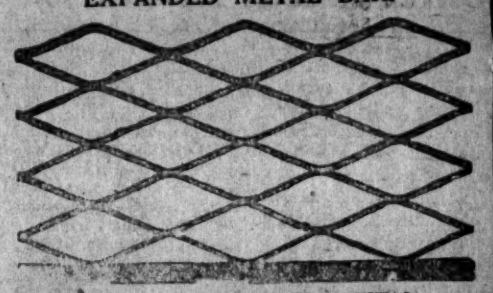

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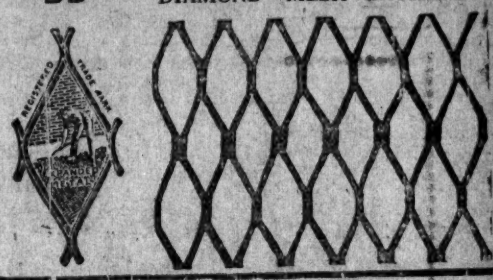

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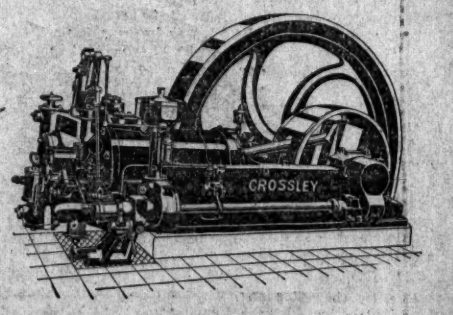


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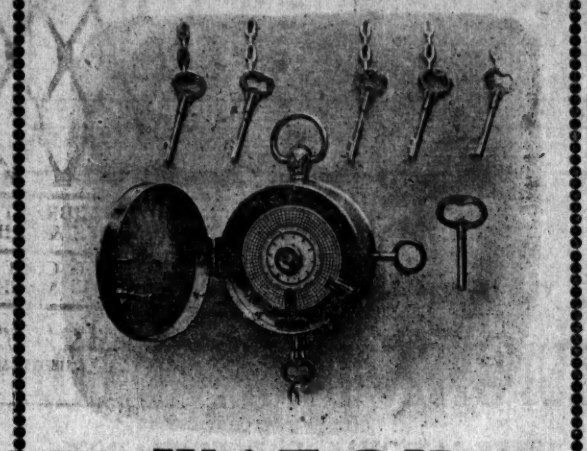

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## Musical Matters

By R. B. Harry, Mus. B.

*Correspondents wishing to draw attention to Musical matters, or to ask questions, should address the writer, care of* The China Press, *enclosing real names and addresses, not necessarily for publication.*

The various movements to gain recognition for national types of music are sometimes misconstrued. The aim is not to form mutually exclusive groups that will have nothing to do with each others' art.

No better illustration of this could be given than that supplied this week by the meeting of the American Women's Club devoted to British music. Here you have a society of one nation interesting itself in the characteristic art of another nation.

British music has seldom been so well represented here as on this program, which contained movements of a Stanford quintet and choral items by Elgar and John Ireland. A little later the present writer was attempting to illustrate the national principle on similar lines.

If we take analogies in literature the idea is exhibited shorn of extraneous doctrines and theories which have done so much to discredit national schools, and the efforts of national composers. In the case of O. Henry: Why is he read by British people almost more than by Americans? Is it not because he is so distinctively concerned with the lands he knows, the types he has met?

Portraiture of the same kind is surely the secret of the strength of Jane Austin, of Mrs. Gaskell and Dickens. They are national first, and other things afterwards. Those who urge that we must be big enough to be international in music put the cart before the horse, as far as our native composers are concerned. And what is true for us is true for other rising schools endeavoring to find a national voice.

The driving power, the source of inspiration, is in loyalty to lands we love, to types we know—music or literature that merely smacks of local color is another matter. The parish pump orator cannot speak to a nation.

We have seen that Germany dominated the world of music for over a hundred years, in some European countries for more. Germans held unchallenged supremacy in nearly all musical departments (in England since Handel landed in 1710). To German musicians this was a source of both pride and profit.

But in various countries there were a host of unhappy wretches breaking their hearts in an attempt to steal the German fuel to kindle altar fires of their own. They had not observed what the Germans had thoroughly understood from the cutset, and what was in fact the source of their greatness—the wood for this special purpose must be cut in one's own forest. The stolen German wood sent up no sacred flame. The only satisfactory feature of the rite was that the priests themselves were usually suffocated by their own smoke.

Somewhere about the third quarter of last century, people in various countries such as Denmark, Russia and England began to stop their superficial enquiries into the latest mental ingenuities of the German composers, and to ask themselves the much more serious question as to what was the fundamental factor on which the Germans relied for their inspiration. And the answer was: on their nationality.

Composers set out in search for the existence of some musical sanction for their national activity. The search resulted in the rediscovery of the unwritten music of the people. On this their musical utterances could be based. Folk song, whatever else it gave us, or whatever else it would seem to take away, gave composers that final sanction for their efforts, for which they had been groping in vain.

"It made them at once free-born citizens of their own country. It gave them the right to wear the golden grasshopper. Instead of walking on a borrowed tight-rope they stood firm at last on their own soil" (Cecil Forsyth). Such is the argument of the nationalists. The collectors of folk-song did a greater service than they knew. Many of them collected tunes that cannot be made good merely by the word "folk," and many collectors were better railway travelers than musicians. As if a party of fossil hunters brought together heaps of specimens out of which in time a real national type could be reconstructed.

That this has proved something more than a picturesque theory is evidenced by the vitality of the new groups of composers in every land that has endeavored to use nationality as the basis for its activities.

When a composer is great enough to be called international, it is not that he ceases to be national; but, being national, is greater than any foreign contemporary.

Folk-music, then, cannot in this sense be regarded as a toy, a curiosity. It is the basis upon which the gifted composer constructs a national type of expression, differing from the imported article, and from imitations of the foreign product.

## Great Surveying Operations of Astronomy Made Clear

By Garrett P. Serviss

"Please explain how astronomers have determined the relative sizes of the sun, and the planets of our solar system; also whether the sun revolves on its axis as the planets do.—P. N."

To ascertain the relative sizes was not difficult after the relative distances were known, but until the distances were ascertained no accurate judgment of sizes could be formed. For instance, the moon and the sun look to be of about the same size, each of them covering a circle on the sky a little more than half a degree in diameter. But, in reality, the sun is about 400 times greater in diameter than the moon. Yet during an eclipse the moon covers the sun, like a round screen cut just large enough to fit.

This is their apparent relative size, their real relative size remaining unknown until the distances are taken into account. If you remove an object to double its first distance, it will appear of half its former diameter.

ELEMENTARY EXPERIMENT

For instance, I take a foot-rule and placing one end at my eye, I hold a piece of paper one inch wide alongside the rule opposite the 6-inch mark. It happens that the paper appears just wide enough to cover the width of a door across the room. I now place the paper at the end of the rule, 12 inches from the eye, and it covers only half the width of the door. But if I fasten a piece two inches wide at the end of the rule, and another one inch wide opposite the six-inch mark, both appear just as wide as the door, although the actual width of the door is several feet.

This elementary experiment illustrates what is meant by angular magnitude, and shows how the little moon, by having to our eyes on the earth the same angular magnitude as the great sun, is able to hide the latter by covering it. The earliest astronomers had no knowledge of the real relative sizes of the sun and the moon because they were ignorant of their relative distances.

Still so enterprising and ingenious is the human mind, that Aristarchus of Samos, two centuries before the Christian era, managed to find out definitely that the sun was a good deal farther away than the moon. He observed that the time from new moon to first quarter was shorter than that from first quarter to full moon, and by a very neat geometrical figure he demonstrated that this gave the ratio of the moon's distance to the sun's distance.

MEASUREMENTS OF DISTANCE

His method was correct, but he had no accurate means of observation and he made the ratio altogether too large concluding that the sun was nineteen times farther away than the moon, whereas, we now know the real figures are 400 instead of nineteen. But that does not deprive Aristarchus of his great claim to fame, a claim that has been recognised, among other ways, by attaching his name to one of the most remarkable of the huge lunar crater-mountains.

Later astronomers, furnished with powerful and delicate instruments, first measured the distance of the moon, very much as a surveyor measures the distance of an object on the earth, by viewing it from opposite ends of a base-line, and afterward, with the aid of more elaborate, but in principle, similar methods, also measured the distance of the sun. Only when the latter was known did it become possible to calculate the relative distances as soon as they knew the actual size of the sun and compare it with that of the moon.

With regard to the planets, all of which have the sun for their center of revolution there was no difficulty in ascertaining their respective periods of revolution. The method is a simple geometrical one, which, however, cannbe be made clear without diagrams.

But, to determine the real distances of the planets in miles, was a more difficult proposition, and the figures have only been settled, with a close approximation to accuracy, within the last few decades. However, the relative distances being known, it was only necessary to measure the real distance of one of the planets in order to ascertain the others by drawing them all to the one scale.

SUN'S ROTATION ESTIMATED

In fact, one of the methods of ascertaining the sun's distance was by first measuring the distance of a planet, such as Mars, to get a scale, reckoned in miles, that would apply to the sun as well as to the planets, all the distances being proportionsal. Distances being known, then, as before explained, sizes can be calculated from the angular magnitudes.

The sun does rotate on its axis, as the planets do, and in the same direction, making one turn in about twenty-five days; but as its surface is not a solid crust, the angular speed of rotation is not everywhere the same, being more rapid about the equater than at the higher latitudes.

### *Hints For The Household*

To clean a flat-iron, place a piece of beeswax between two old pieces of flannel, and when the iron is hot rub it on the flannel. Dirt will thus be removed from the iron, which will be found to run very smoothly afterwards.

* * *

Grass stains, when fresh, can be removed by soaking in alcohol. If the stains are old, rub with molasses and allow to stand for several hours before washing out.

To remove inkstains from a carpet or tablecloth, sprinkle immediately with salt; allow this to soak up the ink, then brush off and apply more salt.

* * *

To keep yolks of eggs fresh, if only the white is needed, cover the yolk gently with a little cold water so as not to break it, and it will keep fresh several days.

* * *

When making a baked custard if the milk is warmed before adding the eggs, no water will settle in the bottom of the baking dish.

* * *

If wall paper becomes soiled, clean it in the following way: Dip a clean duster in dry powdered borax and rub it all over the soiled parts. This method is more effective than cleaning with bread.

* * *

When marble is discolored wash with soap and water, then wipe dry and apply a paste made of powdered bath brick and lemon juice. Rub it well, into the discolored parts and rinse it off in clean, cold water.

* * *

To wash kitchen towels quickly and easily, put them to boil in cold water in which is dissolved some soft soap and soda. Boil for about twenty minutes or until ready to wash out. The towels will require very little rubbing.

* * *

To revive patent leather rub well with a soft rag soaked in olive oil and milk, then polish with a soft, dry duster. Cream and linseed oil mixed in equal proportions make a very good polish also and a little lasts for a long time.

## World Still Menaced By Fires Of War In Near East

(Continued from Page 12)

territorial control, how long will we, with our strong commercial instincts, be likely to continue advancing loans of doubtful return to undertake necessary improvements costing many millions in order to put large districts into proper condition? The absence of any selfish motive will deprive us of the humanly necessary stimulus to patiently continue efforts that are of no particular advantage to us. It is idle to close our eyes to the contingencies that may arise through the introduction of the principle of mandates.

Is then the Turkish question capable of solution? I am inclined to say "Yes" (though it may be better to say "perhaps") if we follow the logical direction derived from the experience of the past which leads to the frank and full abandonment of the old diplomatic policy, still represented by the present attitude of the European Powers toward the East. The policy of mandates, while marking an advance, is after all a compromise with the spirit of exploitation of the East which was the guiding principle at the conferences of 1856 and 1878.

A really new principle would be the substitution of international co-operation in dealing with the Near East; and I venture to think that the logic of the situation created by the war points unmistakably in the direction of the application of such international co-operation. It was the international motif that brought nations together at the beginning of the war to conquer the menace that not only affected all but that threatened the liberties of the entire world.

(*To be concluded in* The China Press *next Tuesday*)


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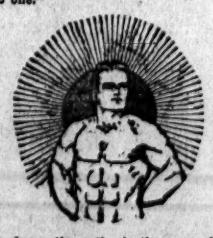

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# EASTERN EUROPE PRESENT SCENE OF NEW RED DANGER

### Bolshevist Military Advance Westward Regarded As Certain

### NEW STATES CAN'T STOP IT

### And Germany May Try Merely To Divert The Blow To Her Enemies

Washington, December 20.—A dangerous situation demanding the urgent attention of the Allied Powers is threatened by recent developments in Russia, where the formation of a really powerful military machine by the Bolsheviki has resulted in the retreat of the Russian nationalist forces of Kolchak, Denikin, and Judenitch, in the opinion of those here who are best informed on developments in Eastern Europe. Premier Lloyd George's declaration on the Russian policy now adopted by the Allies means, moreover, according to these opinions, that they are fully alive to the situation and intend to resist the threatened menace.

The most serious danger is involved in what is likely to happen if the Russian national armies, through lack of munitions, and with their morale shattered by rumors that supplies may not be continued, should collapse under pressure of the Bolshevist armies, and the military machine of the Reds should be permitted to become triumphant in Russia, even temporarily. The best official information credits the Bolsheviki with having not less than 350,000 soldiers on the Denikin and Kolchak fronts. Allied statesmen are thoroughly aware that this great horde of Soviet fighting men will be freed for use elsewhere in Europe and Asia, if once released through a complete collapse of the Denikin and Kolchak fronts.

**LENIN'S PLANS PLAIN**

The State Department's recent announcement that the Esthonians had appealed to Finland for military aid against the Reds pointed out that if the Esthonian barrier should fail the Bolsheviki may sweep the Baltic region, capturing the ports of Reval, Riga, and Libau, and establishing direct communication with Germany. There is now no doubt that, if Lenin is once able to crush Denikin and Kolchak militarily, he will try to shift his released Bolshevist troops westward in an attempted invasion of Central and Western Europe, with the object of igniting the great quantity of revolutionary material that has accumulated along the wall of newly created buffer States which the allied powers have arranged from the Baltic to the Balkans.

Lenin's motives have lately become more clearly apparent. Soviet leaders have admitted that politically and economically they have failed in Russia. All reports show that the influence they at first possessed over the population in Soviet Russia has been dissipated by the disillusionment which has followed the failure of the Lenin-Trotsky regime to build up production along communistic lines. Soviet leaders have even frankly admitted that the Bolshevist cause if confined to Russia alone is doomed and will collapse sooner or later unless they are able militarily to tide over the situation. A Moscow wireless despatch last Monday declared that "Soviet Russia cannot obtain peace diplomatically," but must do so "exclusively through the strength of the Red armies." Lenin and his confreres therefore now seemingly realise that the only way for them to gain their object is through world-wide revolution, on the heels of a collapse of the Russian national forces.

**MUST ADVANCE OR COLLAPSE**

Latest authentic reports indicate that Lenin, for these reasons, considers the invasion of Central and, if possible, of Western Europe a matter of prime necessity for the preservation of the Soviet cause, and recent Soviet statements are interpreted as meaning that this they are determined to attempt. Reports from Copenhagen and other Baltic centers, crediting Lenin with a desire to negotiate peace with the allied powers are not regarded here as sincere. Lenin knows only too well that the allied position is that if the Bolsheviki want peace they must try to make it with the people with whom they are warring, that is with General Denikin Admiral Kolchak and others This Soviet peace propaganda therefore, is interpreted here as an effort to gain time while the Bolsheviki plan to invade Western Europe and escape the difficulties caused by the allied blockade and the collapse of the Soviet communistic scheme.

Almost in the same breath that Soviet propagandists have been spreading Baltic "peace" talk Lenin has boasted of Bolshevist military success over the Russian national armies, and, threatening to spread Bolshevism around the world, has predicted that this will be the last year of the "reign of the bourgeoisie." Lenin's plans, according to information reaching Washington, for winning "through the strength of the Red Armies" include efforts to create embarrassment in Asia for the European powers by stirring up trouble in India, Afghanistan and China and simultaneously spreading revolution westward into Europe at the sword's point.

**WEAKNESS OF NEW STATES**

The possibility that Lenin, through the collapse of the Denikin and Kolchak forces, may be free to use his released forces of about 350,000 men for an invasion of Western Europe has therefore come to be regarded as a real menace that must be checked. The military strength of the newly created States of Poland, Czecho-Slovakia and Jugo-Slavia is not considered great enough to cope with such an invasion. The political situation in Central Europe is not in a state of sufficient equilibrium, but is impregnated with elements of anarchy and revolution. While the new central European Governments are considered strong enough to cope with these elements of unrest within their own borders, the whole situation would be changed by an actual advance of the Red armies westward, when these forces of internal anarchy might be counted upon by the Bolsheviki to join the invading Red army.

**WHAT WOULD GERMANY DO?**

An important question in this event is the possible attitude of Germany toward such an invasion. The present German Government has been throughout anti-Bolshevist, and from this point of view alone might oppose a Red invasion. It is quite fully realised in Entente circles, however, that the dominant feeling in Germany is anti-ally, founded on hatred of the yoke imposed on Germany by American and Entente military victory. Germany, therefore, is not unlikely to grasp any opportunity offered for throwing off the grip of the Allies. A military invasion of Western Europe by Red armies, irrespective of its ultimate aims, would be objectively an anti-allied proposition, its purpose being the destruction of the new status created in Europe by allied victory.

It is considered quite possible that Germany might utilise such a Red Military movement westward as a means for foiling the Allies, and then arranging with the Bolshevist Generals of the old Russian regime for setting up a system of military domination in which Germany might play a most important, if not the leading, role, with the idea of reinstating German militarism as the ultimate factor in European politics.

Entente diplomats realise that the spread of Bolshevist revolution over Europe would annihilate the results of the war and create such a state of social anarchy and political confusion on the Continent as to make it impossible for allied influence to guide its affairs along the channels of the peace conceived at Versailles.

This danger of a potential use of Lenin's Red armies has injected a new element into the whole Russian situation. The main need in that situation a few months ago was that Russia should be restored and reunited into an orderly state as an indispensable part of the general peace settlement. Allied leaders now realise that the thing to do is to deal effectively and decisively with the more immediate and concrete danger of a possible Bolshevist military attack by aiding Denikin and Kolchak in their efforts to crush Bolshevist military power.

**DEPENDS ON RUSSIAN ARMIES**

Thus the importance of the struggle in which Denikin, Kolchak, and their associates are engaged against the Reds is emphasised not from the mere Russian national point of view but also because their combined anti-Bolshevist military efforts are an important element in the general international situation. It has become clearer in allied analyses of the situation that, even if a crushing military defeat of the Reds could be dealt by the forces of Denikin, Kolchak and others, these latter, merely by holding on to the battle fronts, can engage the attention of the Red forces, which would otherwise be released, and thus safeguard Western Europe against the danger of possible anarchy and revolution formented from without.

# With The Anti-Bolshevik Forces In Snowbound Siberia

Fighting Bolshevists in Siberia.

Soldiers of the Kolchak forces fighting against the Bolshevik forces in snowbound Siberia. An idea of the rigors of a Winter campaign in Siberia can be had from this picture.

# VIENNA DEPORTS CHILDREN THAT THEY MAY BE FED

### Tears And Laughter Mingled As Tots Leave Behind Starving Parents

(*Kokusai Direct*)

Vienna, January 22—For Vienna, yesterday was a time for weeping and laughter. Mothers and fathers wept while 1,600 little boys and girls left for Holland and Italy. Their parents remain behind to starve. There were unparallelled scenes of misery at the northwest and southwest stations tonight when the burgomaster bade an official farewell to the city's loved but unfed youths. With tonight's exodus Vienna has parted with 21,000 children and before spring 32,000 more will be sent to foreign homes. At the northwest station a crowd of mothers besieged the burgomaster's party, while 680 boys and girls were entraining for Holland, begging for permission to enter the train. Scores of Dutch girls in native costumes attended the children. The burgomaster addressed each carriage:

"The City of Vienna wishes you Godspeed. Love your fosterparents. Remain industrious and studious. Never forget your own land and return strong and healthy. Tell your playmates that you hope the time will come when we can repay them with children's festival here."

At the South Station, more than 5,000 children entrained for Italy under the guardianship of Mayor, Carl Dares of Milan, who with the Italian benefactor, have specified that only the children of the most miserable workingmen's families be sent. During the entraining, one woman found her child, urged her to jump out of the window and spirited her away. Carl Dares intercepted the woman, who fought with her nails to retain the child, whereupon a hundred mothers brought forth a hundred children in anticipation of such event. The poorest and most hunger forced child was chosen, tagged, numbered and placed in a carriage, bringing a flood of joyful tears from the mother and father.

## *No Sleeves Dictate Of Paris Fashion Guides*

Paris, December 6.—Although winter has hardly started, the Parisienne is already busy choosing her spring and summer gowns. Skirts are to be as short as before, perhaps shorter. Sleeveless dresses will again be in fashion, and also deep cut-away dresses. There will be greater variety in colors than in the last season. Navy blue and silver gray seem to be the favorite shades so far. Silks and satins will be extensively worn. Embroideries will furnish an important feature in the adornment of costumes. Dainty satin sashes will again be in vogue. New hat models have not yet made their appearance.

## *Harrison Moves To Save Wild Carabao*

### *Governor Issues Order Setting Aside Tracts As Game Sanctuary*

Manila, January 28.—Primarily for the purpose of preventing the extermination of the tamarao, or wild carabao, found in northern Mindoro, Governor General Harrison has set aside for a game sanctuary two large tracts of land in the northwestern portion of that province, the larger of them being 140,000 hectares in area.

The action of the chief executive takes the form of an executive order signed yesterday.

# *Diva Has New Method Of Breaking Contract*

### Claire Dux, Leading Berlin Soprano, Says She Made Terms With Royal Appointee And Not With Plain State Opera

Berlin, November 25.—Claire Dux, leading soprano of Berlin's once Royal Opera, has discovered a new way of breaking an old contract. Claire is the highest paid performer on the German stage, drawing 4,500 marks (nominally $1,000) a night. Fabulous as this once seemed to Germans, at the present low value of the mark it amounts to less than $150, or the equivalent, in sound Dutch or Scandinavian money.

Claire Dux, like most German artists who are eager to play the foreign circuits, well knows the relative value of German money and of dollars, Dutch gulden and Scandinavian kroners. So Claire decided to quit the Berlin Opera and served notice on the new democratic management that her contract was null and void.

The shrewd reason she gave was that her contract had been made with the Royal Intendant and Manager General of the Royal Opera House. So, it was no longer valid because revolution had converted the Royal Opera into a plain State Opera with a democratic appointee as Intendant.

The going of Dux is a great loss to Germany's operatic world and to lovers of opera, but the public is not in the secret yet as to where their diva is going. Shubert's scout, Gustaf Amberg, whispered to a newspaper correspondent that he had signed Claire Dux for twenty performances in America, where she is eager to go. She specified and insisted on the payment of her salary in dollars, expenses in dollars and advances in dollars, showing sound business judgment.

"They're all 'dying' to go to America—every German opera singer, actor and vaudeville artist," said a modest American impresario who is searching Berlin and Vienna for novelties. "They all believe America is the land of their dreams, the land where they can pick up money and white bread on the streets. They figure the dollar salaries they expect to get in America into marks and anticipate that after two years on the other side they will be mark millionaires. These naive German artists have never heard, seemingly, of our high cost of living."

## *Fair Prices For Clothing Of Both Sexes As Calculated By Chicago's Largest Stores*

Chicago, Dec. 21.—Twenty-four dollars and a half is a "fair price" for a man's suit or overcoat, the Federal Price Regulating Commission, working under the direction of District Attorney Clyne, announced today.

A fair price for women's suits was fixed at $25, women's dresses, $15.25; men's shoes, $5.95, and women's shoes, $4.95.

Officials of five of Chicago's biggest retail stores prepared the price list, which they consider fair as long as present stocks last, but it was added that "replacement orders at present market prices would increase these figures."

The list follows:

| FOR MEN | | | |
|---|---|---|---|
| Suits | $24.50 | Overcoats | $24.50 |
| Shoes | 5.90 | Hosiery | .25 |
| Underwear | 1.35 | | |

| FOR WOMEN | | | |
|---|---|---|---|
| Suits | $25.00 | Dress | $15.25 |
| Coats | 18.90 | Shoes | 4.95 |
| Hosiery | .25 | Underwear | 1.25 |

| FOR CHILDREN | | | |
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| | | 11,000 | Lynx Cat |
| 9,500 | Persian Lamb | 11,500 | Wild Cat |
| 2,200 | Caracul | 65,000 | Wolf |
| 850,000 | Moles | **TUESDAY—FEB. 10th** | |
| 1,200,000 | Squirrels | 500,000 | Australian Opossum |
| 740 | Fisher | 100,000 | Australian Ringtail Opossum |
| 14,000 | Badger | | |
| — | Sundries—dressed and dyed goods | 36,500 | Wallaby |
| | | 67,000 | Wambat |
| | | 10,500 | Kangaroo |
| **TUESDAY—FEB. 3rd** | | 70,000 | Kolinsky |
| 105,000 | Mink | 100,000 | Fitch |
| 6,600 | Marten | 30,000 | Ermine |
| 4,700 | Stone Marten | 5,000 | Ermine Grey |
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| 215,000 | Marmots | **WEDNESDAY—FEB. 11th** | |
| **WEDNESDAY—FEB. 4th** | | 1,700 | Hair Seals |
| — | Civit Cat | 200 | Leopards |
| 625,000 | Muskrat | 7,000 | Leopards Cats |
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| 2,000 | Cross Fox | 5,000 | Ringtailed Cat |
| **THURSDAY—FEB. 5th** | | 3,600 | Otter |
| 8,800 | White Fox | 500 | Wolverine |
| 1,000 | Blue Fox | 14,000 | Grey Fox |
| 1,500 | Silver Fox | 15,500 | South American Fox |
| **FRIDAY—FEB. 6th** | | 1,500 | Swift Fox |
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| | | 5,000 | Russian Ponies |
| 1,000 | Coney Plates—Sea lions | 47,000 | Barunduki |
| 60,000 | Red Fox | 14,500 | White Lamb Skins Raw |
| 80,000 | Australian Red Fox | 7,400 | White Lamb Skins Dressed |
| 1,500 | Karagon Fox | | |
| 7,100 | Macedonian Fox | 1,400 | Bear |
| **SATURDAY—FEB. 7th** | | **THURSDAY—FEB. 12th** | |
| 7,000 | Chinchila Rats | 543,000 | White Hares |
| 2,000 | Viscachas | 2,000 | White Rabbits |
| 1,400 | Siberian Raccoon | 1,000 | Australian Hares |
| 8 | Sea Otter | 700,000 | pounds Australian Rabbits |
| 6,800 | Russian Sable | | |
| 675 | Japanese Sable | 200,000 | pounds New Zealand Rabbits |
| **MONDAY—FEB. 9th** | | 300,000 | Dutch Rabbits |
| 18,000 | Japanese Mink | **FRIDAY—FEB. 13th** | |
| 20,000 | China Mink | 300,000 | Skunk |
| 35,000 | Japanese Fox | 180,000 | Nutria |
| 3,000 | Japanese Marten | **SATURDAY—FEB. 14th** | |
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## Empire Starts New Year In Strong Position And Deals On Cash Basis

## READY FOR BIG TRADE

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London, January 1.—Although the financial year just passed has been one for which no parallel can be cited without going back more than a century, the coming twelvemonth gives indications of being even more remarkable.

The one stupendous financial and economic achievement is that by the full use of her merchant marine in the last six months Great Britain has transformed herself from a debtor to a creditor nation. Not only has she ceased increasing her borrowing abroad but she is supplying her own wants on a cash basis and is financing a considerable part of Europe besides.

The trade balance against Great Britain at the end of 1918 was $4,000,000,000, but by doubling her exports and increasing the invisible income from shipping and banking she has reduced this until now there is practically no current balance against her at all. This feat becomes all the more remarkable when it is noted that all the other belligerents in the war on both sides except the United States and Japan have retrograded.

**EXPANSION INDICATED**

The coming year undoubtedly will see a still more remarkable expansion of trade consequent on improvement in her position because the army now is demobilised and ships are as free for commercial use practically as before the war. Although London exchange has fallen to a record low level in the last year, the way the situation is shaping itself indicates that the pound sterling will make a very substantial if not a full recovery before the end of 1920.

But while the progress of Great Britain has been satisfactory the rest of Europe has gone backward. In Austria the population is starving; Germany has done little toward getting back to normal because outside help on an adequate scale still is withheld; Russia's troubles are as bad as if not worse than ever because of the injection of political measures like the blockade into an economic situation that was bad enough without further interference.

France is taking the first step toward rehabilitating her demoralised financial position by deciding to levy an additional tax of 50 per cent; Italy is reduced to the depths of poverty, but the people will not be permitted to starve like the Austrians.

**NEW STATES ARE CHAOTIC**

All the new States created by the peace treaties are in a chaotic condition because no plans have been worked out for restoring normal trade, and most of the frontiers between them have been closed. They are so closely interrelated that the closing of the frontiers has paralysed trade, causing an oversupply of some articles in one small area while the territory immediately adjacent is crippled for want of those articles.

The misery of Central Europe when compared with other disasters of the past looks hopeless, but it is not; there are several ways out of the difficulty, and it is only a matter of choosing the right one.

The solvency of Great Britain is one of the first considerations in trying to establish the probable future course of European financial development. Englishmen notoriously are self-confident; they always have been, but never before was this confidence so marked. Britain's position in the world for at least another generation or two—and that is all that one need bother about now—will be comfortable, despite all the apparent political upheavals that seem to be disturbing the United Kingdom and the British Empire.

The colonials are beginning to doubt if they derived any real benefit from the war, and many of them, while staunchly loyal subjects of the crown, indicate plainly enough that never again will they go so far away from home merely to hold the empire together, if there is no other object in view.

But no war on the scale of the one just finished is in sight, so the Englishman can rest serene in the knowledge that the colonies are not only willing but eager to remain under the flag because of the tangible financial and commercial advantages that the British flag will bring them.

**AT BRITAIN'S MERCY**

The most pressing problem that Great Britain has to deal with at the moment is Germany. While the Germans themselves might resent such a statement, yet their whole future is entirely in the control of Great Britain. In the year 1920 it will be determined whether Britain shall allow Germany to be resuscitated and to regain her old time vigor, or whether by financial measures easy enough to apply and by the enforcement of the letter of the peace terms Britain is bent upon holding Germany down and preventing her from becoming again a great commercial nation.

From the indications so far it appears that Britain believes that the equilibrium of Europe cannot be restored without restoring Germany first and then Russia. This statement however, cannot be made with certainty; it can be only an impression. And it will be important in the coming year to watch closely every move, political or financial, made by Great Britain toward Germany, no matter how small.

In the next twelve months it will be decided whether Britain is viewing the restoration of Europe from the standpoint of humanity to Central Europe or of British commercial expediency. If from the standpoint of humanity she will make every effort to get Germany back on her feet first and afterward aid Russia with the help of Germany. If she acts from the standpoint of expediency she will begin the other way by straightening out Russia's problems first in order to keep the markets there for herself, which otherwise would fall to rehabilitated Germany; this is one of the first fields that the Germans intend to try to develop and to win for themselves.

**SERIOUS FOR FRANCE**

If Britain should abandon Germany it would be, of course, a serious handicap, if not a disaster for France, as the ultimate position of France rests on the amount of indemnity she can collect from Germany. If Great Britain does not restore Germany this indemnity, either as a direct payment to France or as security for loans from America or elsewhere, will be destroyed.

Great Britain could provide funds for France; already she has planned to do so soon as an initial move, but the amount required would be so large that France would be crippled for a long time to come. This makes the indemnities from Germany an item to be considered most carefully.

As a call on Germany for indemnity payments to France is the chief reason for urging that Germany be put on her feet at once, it would be expedient for Great Britain to advocate the remission of the indemnities and help France directly. That would avoid the building up of Germany in a hurry by removing the reason for it, and Germany then would be left to develop slowly with what outside aid she could get in piecemeal fashion.

Remission of the indemnities already is advocated in several quarters, the most outspoken advocate being Lord Robert Cecil, who says with regard to Austria that grotesque indemnities are being loaded upon her and infers that they never can be collected. The Nation supports him by saying these debts cannot be collected from the rickety children who are growing up today and that the burden might as well be remitted and Austria be permitted to rehabilitate herself.

This sounds humane, but probably would work out in just the opposite way, as there is some incentive now for Austria's former enemies to help her, if for nothing else than to aid her in paying the indemnity.

**INDICATIONS OF ASSISTANCE**

It must be said, however, that most of the indications are that Great Britain is willing to see Germany revive. All the actions of the Government do not show this, although most of the public utterances of leading statesmen do, but many bankers, including several of the most important, have told me that their facilities have been thrown wide open and they are granting credits to stimulate business in Germany in every possible way.

If large credits are granted to Germany by the United States or by a group of nations headed by the United States it would be impossible to prevent Germany from regaining her economic standing. Great Britain would join in such a loan willingly, as she already has stated for then if Germany did regain her commercial power it would not be accompanied by militarism, because an international loan with the consequent agreements would prevent such an eventuality.

No matter which of these two courses is worked out during the year they will have marked effects upon the world's money markets. If Russia is to be helped first and no large credits are granted to Germany this will not cause a very heavy drain on capital. If the Russian blockade be lifted and trade allowed to start naturally sufficient private funds will be available immediately to carry forward development rapidly.

**MIGHT STIFFEN MONEY RATES**

A large loan floated internationally for Germany would be supported chiefly by the United States, Great Britain and perhaps Japan. With the strenuous development already going on in these three countries and the consequent competition for money any additional loan of large amount would increase this demand and cause stiffer money rates than in the case of Russia.

The central banks or treasuries both in Great Britain and the United States already have made it plain that they intend to reduce inflation; therefore the loan to Germany for the most part would have to come out of the present supply of capital.

However, until these matters are definitely on foot and until the turn of the year has passed it is the opinion in Lomtard Street that money will be easier than it has been in recent weeks and a reduction of the bank rate to 5 percent even is talked about. Definite influences of course will have results in the foreign exchange markets of 1920, no matter how the various problems mentioned are worked out.

Substantial recovery in London exchange is expected in the next few months, because in trade opinion any move to help Germany besides causing a rise in the value of the mark will aid English exchange also by converting into liquid form the advances which British bankers have been making in Central Europe.

**STRENGTHEN THE FRANC**

This also will strengthen the French franc, probably even more than the loan to France from Great Britain, by assuring the payment of the German indemnities to France. If financial help should be extended to Austria the crown not only will appreciate in price but Italian lire would rise, because of the situation analgous to that between Germany and France—the payment of indemnities to Italy by Austria would be assured.

Lifting of the Russian blockade would cause immediately an appreciation of the Russian ruble and this would be a forerunner of the opening of the frontiers of minor countries, like Jugo-Slavia and Czecho-Slovakia, the restoration of trade causing their currencies to rise.

The trade of Japan already has passed its crest and reports indicate that she is beginning to feel a reaction as the result of heavy production and shrinking markets. This would have the effect of lowering her currency. The Indian rupee, which is sensationally high, is being subjected to special measures, such as the purchase of gold and the popularising of paper money, to bring it down to a lower level. A reduction in the Indian demand for silver will ease Chinese funds.

The action of the dollar of course must be the reverse of all the other movements. If pounds, marks or francs advance the dollar must decline. To the same extent that the Japanese yen goes down the dollar must go up.

Aside from these larger considerations there are smaller matters which have a place in the financial program. Even with its own supply of rubber direct from American controlled plantations, the United States has been the heaviest purchaser of raw rubber in the British market. The demand is so great and the price so high that the rubber shares are among the most popular on the exchange.

Oil shares also are favored because of the rapidly expanding market for oil through the conversion of steamships, the increase in the number of automobiles in use and the multiplied uses to which petroleum is being put. Gold mining shares and basic metal stocks, particularly lead, zinc and tin, come next. The big profit on foreign exchange already has resulted in increased dividends by several South African gold mines, which were almost bankrupt during the war. Lead, zinc and tin shares are favored because these metals are controlled by London and outside competition is not keen.

# Representative Of Rumania Signs Peace Treaty

SIGNS TREATY FOR RUMANIA. PHOTO INTL.

Representing his country, a Rumanian general is shown affixing his signature to the Peace Treaty. M. Wilson Martin, master of ceremonies at the Peace Conference, is shown bending over the table.


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# EUROPE'S DROP IN BIRTH RATE CAUSES SCARE

## Roosevelt's Warning Is Recalled As Statistics Reveal Truth

## YELLOW SPECTRE IS SEEN

## U. S. Looked To As Savior; With National Decay As War's Aftermath

By Shaw Desmond

London, Dec. 20.—"Well, it's not my funeral," said the sprucely dressed young Englishman with a collar of pre-war glossiness, reading out the following paragraph in the corner of a London club:

The birth rate per 1,000 persons living in England and Wales in 1918 was 17.7, as compared with 34.1 per 1,000 in the ten years 1851-60. The rate in Cheshire is only 15.9 per 1,000, and that in London, 16.1. The end of the war shows no check in what is really national suicide.

"It's not my funeral," he repeated. But it was.

It was not only his funeral but perhaps the funeral of a race. "D—n posterity!" said the Irishman. "What has posterity ever done for me?" The European is saying the same.

This is not scare. It is a fact. It is more vital than another European war—or than ten others. It is more mortal than the influenza. It is more dangerous than an anarchist bomb in every street. For Europe, it is the only thing that matters.

It is a very Old World.

Here in London at election time we run two giant ladders side by side up the face of one of our tallest buildings. As the results come in, the figures on the ladders, representing the Liberal and Tory parties, race each other up the building. Rearing their height over Europe's weary, war worn masses, two ladders are seen today. On one is the figure of Death. On the other, the figure of a little rosy child. Death racing against Life. And Death is winning.

"THE END OF THE RACE"

"The End of the Race," a current cartoon, shows Europe's last baby in the year 2,000. A halo is about its wizened head. Its bones show through its tortured skin. It is surrounded by adoring millions of aged Europeans of both sexes, the last of their race. It is only a cartoon. But—?

In the death that comes in the roar of a gun and the crash of a shell we have forgotten the death of the great silence.

Twenty years ago France used to be held up as Europe's horrible example—France, the country where, after America, the baby was dying. There are those who say today that the war has completed what the French nation began. There are skilled sociologists who believe that France, once the glory of the Old World, is dying—dying because she refuses to live. Patriotism and pride keep closed the mouths of her great men. But is not today Europe a greater France?

Except in this one thing figures can be made to prove anything. But the mathematics of birth and death are inexorable. There is no room for doubt.

Europe, to use a pungent Americanism, is "on the toboggan." There are omens as portentous and inevitable as that sinking feeling before seasickness. "Bonuses for babies" is Europe's. Here in England we have already raised that S.O.S. France tried it and failed. Will Europe?

The above applies to all classes, but to the middle class it comes with fateful intensity.

MIDDLE CLASS AFFECTED

While, with better conditions, a falling death rate among the working classes has during the last thirty years to some extent compensated for a falling birth rate, the accentuated fall of the middle class birth rate has no falling death rate of any kind to compensate. A prominent medical man has just written in the Times: "What we are witnessing is the death of the middle class." Upon the coffin of that class will be inscribed the epitaph: "A class that died because it could not live." Not because it would not, but because it could not. Are we going to see Europe given over to the working class? And then?

The once great middle class, in its last struggle for survival, will be forced into one of two things; either to sell out and go over bodily to organised labor, or to form a European middle class trade union, both for offense and defense. It will say to Europe: "If you want doctors, lawyers, clergymen, you must pay for it, or we won't serve you."

But Europe, alas! is beginning to do without the clergyman. The State lawyer is beginning to supplant the private practitioner. Only the doctor is left, and he, poor devil, is being nationalised under national health regulations!

Here in England the middle class family or four or five has become two or three. Medical men without exception, are united in their opinion that during the past ten years the birth rate of that class has been going headlong to perdition. They state that many young couples decide to have either one child or none at all.

Now come the figures of the marriage age, published a few days ago. Between 1911-14 39 percent of all bachelors married; in 1917 only 37.6 percent. In 1886-90 30 percent married. The proportion of bachelors who marry at over 35 has been steadily rising, with a swift upward climb in 1916 and 1917. Only 54.8 percent of spinsters marrying during 1917 were under 25 years of age.

Among the middle classes the age is rising at an alarming pace. It looks as though within a comparatively short time here in England the middle classes will, with the increased age of marriage, give to the race only those stunted specimens of child life which are so often, though not always, the fruit of late unions.

It is significant that no single person has come forward to contest the above. It cannot be contested. We are looking on the passing of a class.

SCARED BY RACE SUICIDE

Members of Parliament are beginning to sit up and take note. The women who are running for Parliament mean to make the question of race suicide one of the main planks in their platform. We shall perhaps yet reach the stage foreshadowed in a magazine, in which the Parliamentary candidate will be judged by the number of his olive branches. The more he has the better his chances.

In the magazine in question the candidate, a bashful young gentleman in side whiskers and glasses, is shown on the platform with thirteen small children ranged in order of size and age from left to right. "Wot! Only thirteen!" says a red nosed and critical charwoman sitting in the front row. "W'y, I've 'ad sixteen, though there is eleven in their little wooden overalls." "But I have left the twins at home madam," says the bashful candidate. "They're still on the bottle."

And it seems only yesterday that Europe rocked with laughter when the Wise Man from Oyster Bay thundered across the Atlantic: "Produce or perish!" Why it was only Roosevelt—one of those excessive Americans. He was a crank. I know one or two statesmen in England today who would give a round half dozen of the men who run the empire for one Theodore Roosevelt. Roosevelt was megaphonic.

There is no voice England today with the megaphone quality that can reach the ears of the people to stop this thing. Throughout Europe a voice here and there goes up from pulpet or platform or newspaper in protest. It squeaks. It is shut out. It is silent and forgotten.

But the roar of Niagara could not stop this thing. The voice that can stop it if it is to be stopped, is the still small voice.

BABIES FEWER IN GERMANY

Even Germany, the nursery of Europe, which produced its million babies at the bidding of the War Lord as food for his cannons, is fast depopulating. The war has done this. The Germans of the cities refuse to have children. "We cannot feed them," they say. "We cannot even feed ourselves."

During the war the German professors solemnly debated polygamy as a remedy. Some of them approved it. But Germany is no Utah and Berlin no Salt Lake City. Today's Fatherland is strictly monogamous. Economic is the father of morality. The modern German finds it hard enough to keep one wife. He does not want half a dozen.

All creation is the result of surplus vitality. Undernourished Europe has no surplus. It is living on the hump. It cannot create. And then there are other things.

For ten years before the war England, like the rest of Europe, had begun to yield herself to the pleasure craze. With the war and that frantic desire to forget which became a cult, that craze passed into frenzy. Today, exactly twelve months after the war, the music halls and picture palaces are crowded to the doors. I have made the experiment of listening to the conversation of seventeen couples of business girls in the early trams and buses. Of this number no fewer than eleven used the expression: "Where are you going tonight?" but what has all this to do with the birth rate.

Everything, pleasure to the Englishman, as to the European, has become a narcotic as essential as tobacco or alcohol. Pleasure costs money. Pleasure excessful means selfishness. Pleasure means effort and effort absorbs vitality. Pleasure means the breakup of the home. The modern European has to choose between pleasure and children. He chooses pleasure.

THE UNBORN SUFFERS

Then comes the cost of living, the European's nightmare. The war has practically halved incomes. Wage and salary increase has done little to balance the lift in the cost of living. The middle class man who before the war just made both ends meet on $1,500 a year is fighting fate upon the $750 that income is now worth. Now England is the middle class and the middle class is England. When you think of an Englishman you instinctively think of a middle class man. When you think of an American—well, you think of an American.

"The backbone of the nation," as the middle class is always called, which gave its sons as doctors or lawyers or clergymen, finds that if the tradition is to be kept up—and English families hold on to these things as to life itself—they can only afford to give one son to a profession. If they have more than one child they cannot afford to do it. So the unborn suffer.

Then there are bricks and mortar. Europe is suffering from a shortage of bricks and mortar. The war has pulverised billions of bricks and millions of tons of mortar. The German housebreakers alone have knocked the buildings of the best part of a country into smithereens. People are snuggling together in single rooms. They herd like the beasts that perish. And they do perish.

Take London. London today is the problem of seven millions crouching over a chalk pit. That seven is soon going to be ten. During the war alone London the octopus sucked in another million. Possibly a quarter of a million need houses as I write. The Londoner is becoming a sort of city nomad. He shifts from room to room. He crouches under the slates He is a troglodyte He burrows into the earth. Building has scarcely begun. Crowd human beings and you kill them as surely as if they were rabbits. And many of these hunted, harried people are rabbits. Nibbling at adversity. With the brains of rabbits. Seeing today—but neither yesterday nor tomorrow. But that is a picture of Europe itself.

CHILDREN NOT EXPECTED

Will such people have children? Can you expect them to have children? Can you expect them to think of the dignity of the race—traditionless, hopeless as they are? Can you believe that they will give heirs to posterity? "Damn posterity! What has posterity done for us?" you would hear them say if they could speak. But they are past speech. It is that which makes them dangerous. "I have always heard," said Gladstone, "that the most dangerous animal in the world is a mad sheep." What of a mad rabbit? War has loosened the morale of Europe. It has acted as an insidious disintegrator of family life. It has hurt the home more than all the free lovers of the world. It has caused indiscriminacy—and indiscriminacy does not mean children. The war babies have come. But they have also died. They are the unwanted children. It is a slaughter of the innocents.

And the aristocracy? The future of Europe's aristocracy lies in its past! The aristocrat with his century old desires and wants and his crippled income. For there are death duties and excess profits duties and unearned increment duties, and a doubled cost of living. "Doubled," I say. The latest returns seem to show that it has nearly trebled. It is nearer 150 than 100 percent.

Do you think the aristocrat is going to dash down his coronet and his strawberry leaves, furbish the nursery, and save Europe? Can you expect him? And if he would do it—would his wife?

New York will yet be the last city in the world to grow an aristocrat.

YELLOW PERIL IS SEEN AFAR

And all this in the face of yellow millions. Articles are once more streaming the European press about the yellow challenge. A book just written upon the awakening of Asia by one of the most brilliant living Englishmen has focussed the attention of thinkers in every country. One can see the multitudinous babies pouring out in a resistless yellow stream of slant eyed young devils from the overflowing cornucopia of the East. Bright eyed, interesting, interested young devils! The Yellow Challenge. The Yellow Peril.

And all this in the face of young America.

Europe semes to look more and more to America. Today it is an unconscious groping across the Atlantic, as of a blind man. Tomorrow it is going to be a conscious call. Europe's S.O.S.

Can America do it? Can America give to Europe the desire to live? Can the land of exuberant vitality and exuberant effort give to the mother from whom she drew her own life a transfusion of youth? Can she?

# Would Be An Angel In This Household

London, Dec. 13.—A London newspaper has been publishing replies of its readers as to what they would do with the $60,000 a private soldier recently won in the army sweepstakes had they won it. A domestic servant sends in this gem.

"I would first give to those who brought me up, then I would stay in my situation without any pay so that my mistress could have a little more for herself."

# France To Have 15 Airplane Regiments

London, December 13.—The important role played by aviators during the war is to be commemorated in the French Army in times of peace. Whereas, no official air regiments existed in 1914, the reorganised army will have fifteen regiments using rapid planes and three bombarding regiments. Algeria and Morocco each will have one regiment of flyers. Pilots will be specially trained for service in these regiments, while volunteers with proved abilities to fly will be accepted.


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# Britain's Great Matrimonial Catch, Heir To Vanderbilt Millions, Engaged

**Marquis Of Blandford, Son Of Consuelo, Duchess Of Marlborough, To Wed The Hon. Alexandra Cadogan, Heiress Of Meux Fortune**

New York, December 21.—Any expectations that may have been entertained among the debutantes of the New York season, and by their matchmaking mothers, of landing the young Marquis of Blandford, admittedly one of the greatest matrimonial catches of the Old World, have been dashed to the ground through the cable from London announcing his engagement there to the Hon. Alexandra Cadogan, a younger daughter of Mildred Lady Meux, now the wife of Admiral of the Fleet, the Hon. Sir Hedworth Meux, by her former marriage to the late Viscount Chelsea, elder brother of the Earl of Cadogan.

It had been repeatedly announced that Lord Blandford, who is an officer of the First Life Guards and very tall, would visit New York this winter for the purpose of staying with his mother's relatives, that is to say, with his grandfather, William K. Vanderbilt, Sr., and with his grandmother, Mrs. O. H. P. Belmont Hopes were entertained that while in this country he might follow the example set to him by his father, the ninth Duke of Marlborough, and by his grandfather the eighth Duke, and place his strawberry leaved coronet at the feet of some fascinating daughter of Uncle Sam. But fate has willed it otherwise, and the consort of the next Duke of Marlborough, who is half American through his mother, will be a very comely and charming English girl, a god-daughter of Queen Alexandra.

**BORN TO WEALTH**

Unlike his more immediate predecessors in the possession of the Dukedom of Marlborough and of its entailed estates, which include the magnificent Palace of Blenheim, in Oxfordshire, young Lord Blandford was born with a golden spoon in his mouth and has no knowledge save through hearsay of the financial troubles that have dogged the footsteps of so many members of his father's historic line. For the Marlborough estates have been cleared of their heavy incumbrances by the present Vanderbilt Duchess, while the American wife of the eighth Duke—she was the widow of Louis Hamersley of New York contributed large sums to the restoration of Blenheim Palace, which at the time of her marriage to the late Duke, at City Hall, New York, was in a shocking state of repair.

Young Lord Blandford will therefore inherit the entire entailed estates of the Dukes of Marlborough free from all charges and incumbrances; will receive, moreover, a half of the very large fortune settled upon Duchess Consuelo, at the time of her wedding by her father, William K. Vanderbilt, as well as any additional millions of dollars which the latter may see fit to bestow upon, or to bequeath to his eldest grandson.

Nor is the future Marchioness of Blandford and prospective Duchess of Marlborough in any way penniless. True, she inherited nothing from her father the late Viscount Chelsea, whose ceaseless financial troubles were only brought to a close through his death. But she benefited very largely under the will of a one time variety actress and music hall divette who, in nowise related, had taken a fancy to her as a particularly lovely child, and who having inherited an immense fortune from her brewer husband the late Sir Henry Meux, divided it at the time of her death between young Alexandra Cadogan the latter's mother, now Lady (Hedworth) Meux, and Alexandra's stepfather, Admiral of the Fleet Sir Hedworth Meux.

The most extraordinary thing about the bestowal of the fortune of the estates and of the racing stable by Susan, Lady Meux the one time music hall divette, upon the gallant Admiral, upon his wife and upon his stepdaughter is that she scarcely knew them and that the bequest came to them after her death in the form of a complete surprise, entirely unexpected by themselves or by the world to which they belonged Susan, Lady Meux, was rather eccentric in her attire and appearance. Her manners were as extravagant as her speech, which, while voluble, was absolutely murderous in its treatment of what is known as the King's English.

In fact, she was an object of unconcealed ridicule and derision on the part of the fashionable world whenever she came into contact with it at the various race tracks. For she was passionately devoted to racing, used to run her horses under the name of "Mr. Theobald," and bred the famous racer Volodyovski, which won the Derby for the late William C. Whitney in 1901. Indeed it was said that Volodyovski had been merely leased to the former Secretary of the United States Navy and was in reality still owned by Susan Lady Meux when it carried off the blue ribbon of the English turf by winning the Derby.

Sir Hedworth, who had heard stories of Susan, Lady Meux's kindliness of heart, was rendered indignant by the particularly mocking and sneering treatment accorded to her at one of the races at which he was present and was moved thereby to show her some touch of deference and of courtesy, to which she had not been accustomed, offered his arm to her to escort her back to her carriage, through the unfriendly, smartly dressed crowd. Some months later, happening to meet her again at the races, when he had his wife and his little stepdaughter, Alexandra Cadogan, with him, he presented them to her, and Lady Lambton, as she was then, a very beautiful and ultra elegant woman in those days, in the very front rank of the great world, showed the former music hall divette the same kindly courtesy as Sir Hedworth.

Realising the poor woman's loneliness among the unfriendly throng she took her under her sheltering wing during the remainder of the afternoon, little Alexandra Cadogan being particularly charming to the odd looking old lady. Lady Meux was profoundly touched and moved; the more so as she had recently been made aware that certain of her dead husband's relatives, who accepted her benefactions, had shared in the fun at her expense.

It is generally understood that Susan, Lady Meux never met these racecourse friends of hers again; namely, Sir Hedworth and Lady Lambton, and the latter's little girl, Alexandra Cadogan. But she never forget them and when less than a year after their last meeting at the races she died rather suddenly it was found that she had made Sir Hedworth Lambton her principal heir—the heir of her enormous fortune—bestowing her magnificent collection of jewels upon Lady Lambton, as well as her well nigh priceless sables and a very large legacy of money, as well as a wonderful pearl necklace, to little Alexandra Cadogan, the future Duchess of Marlborough.

**ONLY ONE CONDITION**

There was only one condition attached to the bequest to Sir Hedworth; namely, that he should exchange his historic name of Lambton—he is a younger brother of the Earl of Durham—for that of Meux. The testatrix had been devoted to her brewer husband whom she had married in the face of bitter opposition on the part of his relatives, and who on dying without issue had left her everything that he possessed for her free use and disposal. She desired to honor him by perpetuating his name and memory.

It came somewhat hard to the gallant Admiral to drop his ancestral name of Lambton, which dated from the Crusades, and to which he had given additional lustre by the role which he had played in the memorable defense of Ladysmith, in South Africa twenty years ago. But the bequest was so generous and so lavish that he felt he could not refuse to entertain the conditions made by Susan Lady Meux; the more so as he had nothing at the time but his allowance as one of the rather numerous younger brothers of the Earl of Durham while his wife, a sister of the late Lord Alington, had no resources whatsoever of her own. So he took the necessary measures to transform himself from Admiral Sir Hedworth Lambton into Admiral Sir Hedworth Meux.

**INCLUDED LONDON MANSION**

The fortune left to him comprised a London mansion in Park Lane, a house on the seafront of Brighton; Sheen House at East Sheen, in Surrey, that is to say in the most picturesque suburb of London; a picturesque old chateau twenty miles from Paris; a villa at Cannes; stocks and bonds yielding him an income of at least $400,000 a year; one of the finest racing stables in England, and last but not least a magnificent country seat known as Theobald's Park on the borders of Hertfordshire.

It has been a favorite residence of James I., and is described in "The Fortunes of Nigel," by Sir Walter Scott, while the entrance to the grand old park, used as a hunting preserve by James I., is formed by Temple Bar, the former principal gateway of the City of London. Erected soon after the Norman Conquest, only slightly damaged by the great fire in the reign of Charles II., and restored by Sir Christopher Wren, it formed the entrance to the City of London until 1877, when it had to be removed to permit of access to the new Law Courts.

The late Sir Henry Meux was accustomed to gratify every whim and caprice of his variety stage and music hall wife, and when she expressed a wish for Temple Bar he straightway purchased it for her and had it reconstructed stone by stone at the entrance to Theobald's Park. It assuredly looks far more picturesque and attractive there, framed as it is by trees many centuries old, than it did as the entrance of London, capped with long spikes on which the severed heads of traitors were exposed to the obloquy of the public and to the ravages of the weather.

**HAD WHISTLER PORTRAITS**

It may be of interest to add that Susan Lady Meux's portraits by James McNeill Whistler are regarded as the finest of the works of that whimsical and gifted American artist. There are three which he is known to have painted of her. One of them still occupies a place of honor at Theobald's Park. The second one was purchased by the Duveens a couple of years ago in London for about $200,000; while the third one, known as the Sable portrait and showing her arrayed in the superb sables that she bequeathed to the present Lady Meux, has completely disappeared. If is believed to be hidden away somewhere here in the United States in the possession of a private collector who does not care to encounter the demands for its loan to exhibitions, to engravers, to photographers and to the inspection of mere art lovers to which he would inevitably be subjected if his ownership thereof was to become known.

The great Meux fortune has been derived from the Meux brewery, founded in the reign of George II. and situated on the Tottenham Court road in London, whence it since has been moved to the suburbs of Wandsworth. Volumes could be written of the eccentricities and of the extravagances of Susan Lady Meux. That she turned her husband's wealth to good account may be gathered from the fact that she furnished Ernest Budge, the famous Egyptologist and curator of the Egyptian department of the British Museum, with the large sum of money needed for the publication of his wonderful studies drawn from ancient documents and inscriptions in the possession of the museum and treating with Egyptian life under Alexander the Great.

**LADY MEUX'S MEMORIAL**

These studies are embodied in a couple of magnificent volumes, splendidly got up and illustrated and dedicated in big letters to the late Lady Meux. Copies of them are in the possession of the New York Library, and likewise of the Metropolitan Museum of Art. They shed a new light on the career of Alexander the Great, are of surpassing interest and importance to historians and students of Roman and Grecian times.

They will remain as a lasting memorial of the late Lady Meux, who though possessed of much native wit but of little culture or education, never dreamed when as Susie Langdon she was dancing in the Brighton Music Hall that her name ever would become celebrated throughout the scientific world in connection with that of Alexander the Great, of whom probably she never had given a thought at the time.

On her father's side the future Duchess of Marlborough is descended from the Welsh Prince Fulys, who had a son of the name of Cadogan. The Cadogan estate has been rich, and will be so again in spite of the extravagances of the present Earl of Cadogan and his brothers, living and dead. Indeed, it is certain to become very valuable forty or fifty years hence. For the great-grandfather of the present Earl married the daughter and heiress of Sir Hans Sloane, the eminent physician and scientist, whose collection constituted the nucleus of what is now the British Museum.

Sir Hans left to his daughter a large amount of real estate, in what was known as the Chelsea outskirts of the metropolis. It was mostly malarial swamp, and when the father of the present Earl came into possession of the family property he found it sparsely dotted with sordid hovels, infested with criminals and the scum of the metropolis and composed of vacant spaces, marshes, in fact a foul slum. At the instance of his clever and first wife, a daughter of the Earl of Craven, he invested every cent that he could get together in draining and improving the land, in clearing it of its slum population and in disposing of it for building sites on the ninety-nine year lease system.

**CHELSEA'S TRANSFORMATION**

Today Chelsea is one of the most fashionable districts of London, crowded with row after row and street after street of expensive houses, the late Lord Chelsea's residence, or rather palace, occupying the site of an ancient mansion which belonged in turn to Queen Catherine Parr, one of the many consorts of Henry VIII.; to the Protector Duke of Somerset, of the Reformation era, and to Sir Hans Sloane. It was there that Queen Alexandra and her daughter used always to dine with the late Lady Cadogan on the evening following the Derby, when Edward VII., as Prince of Wales, gave his customary annual Derby Day dinner for the Jockey Club at Marlborough House.

But it is not until the ninety-nine year leases granted by the late Lord Cadogan commence to fall in, about a quarter of a century hence, that the entailed estate of the Earldom of Cadogan, now vested in the hands of trustees, will begin to reap the benefit of all the money which he spent in improving and creating what is now the expensive and smart Chelsea quarter of the British metropolis.

## LADY ASTOR SETS WOMEN PLANNING

**Miss Jennie Stephens, Formerly A Domestic Servant, Now Seeks To Enter Parliament**

London, December 5.—Lady Astor having set the fashion, it is now the highest ambition of Jennie Stephens to occupy a seat in the House of Commons. An energetic and well informed woman, Miss Stephens was formerly a domestic servant. It is said she passed whatever time she could find after her duties in the household were performed in reading books on government uplift and all that sort of thing.

Miss Stephens was elected very recently to the Borough Council of Bermondsey, a suburb of London. She says municipal work is the first step toward Parliament. To the ancient argument that a woman's place is at home, Miss Stephens replies:

"Quite so But with my experience I can divide my time between my home and helping other women to get better homes."

## *China Political Notes From Chinese Papers*

It is learned from diplomatic sources that the United States has not yet consented to send delegates to the League of Nations.

In deference to the report of Alfred Sze, Chinese Minister to the Court of St. James, the Government will refuse to recognise the autonomy of Afghanistan. The minister stated that although independence is contemplated by the people, there are still a great deal of unfinished obligations towards Great Britain and Persia.

The report that Chita has been bottled up by Bolsheviki has not been confirmed. The forces of the invaders are numbered at 150,000 and their advances have been successful. Semenoff is now helpless.

The Japanese Minister has lodged a protest against the alleged action of the students in assaulting certain Japanese in Tientsin. The Government will reject the note, basing the report of the police as its argument.

The Ministry of Foreign Affairs will, in response to the Japanese note, requesting direct negotiation on the Shantung question, reply that the government will not deal with Tokio on the basis of the German Treaty of Peace as China has not signed the treaty.

Admiral Sah Cheng-ping proposes to build a naval base at Lungkow. He is holding conferences with his staff to discuss the plans of the project.

The schools in Peking are again on the verge of a strike. Chancellor Tsai Tuan-pei of the Government University will also ask the Government once more to allow him to relinquish his post. The students remain radical and the situation is most critical.

## SUFFRAGE LEADER LAUDS LADY ASTOR

**Lady Frances Balfour Sees Dawn Of New Era In Her Election**

London, December 13.—Lady Frances Balfour, president of the London Society for Woman Suffrage, says of Lady Astor's entry into Parliament:

"Perhaps a twinge of regret comes to British women that one of their own nation has not been the first to be elected to Parliament. If that is the case, we must remember that the Anglo-Saxon race is the dominating one across the Atlantic and that American women have been among the foremost pioneers in the world's great battlefield for the abolition of all forms of slavery or serfdom.

"Lady Astor enters Parliament at a time when the country is not looking to its representatives in Parliament with any great respect or belief, and Parliament has never in its history held itself so cheap and impotent as it does today. The alarmists believe that its decadence is completed by the presence of a woman as one of its members. The other extreme is reached when people talk as if one woman would have more effect on its counsels than the whole of its members put together.

"One swallow does not make a summer, and the election of one woman will not make dry bones live unless, indeed, something of the fresh vision and indomitable energy of its newest member reassures her fellow members that the British Parliament has an immortal history and that it takes all kinds of creatures to make a world.

"We talk of reconstruction of the world. We pray for homes and happy hearths lighted by the fires of true family service and love. The election of Lady Astor reminds the electorate and Parliament that women crave to be counted worthy to be builders on the sure foundation of this reconstructed social fabric. Leave women out of such building and making and you leave out the human element of the helpmate."


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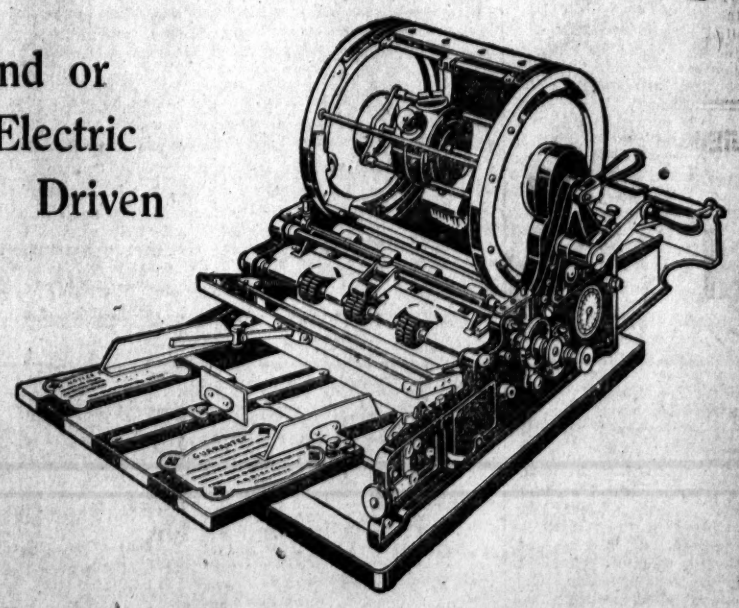

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# 'NEW POOR' AND LABOR IN UNION TO RULE BRITAIN

### Control Of Next Government Seen As Result Of Bromley Election

### WIN ASQUITH LIBERALS

### To Abandon Nationalisation For Direct Action Through Strikes

London, January 1.—The Parliamentary by-election in the Bromley district, showing a great Labor gain, has proved a bombshell in the British political world and has resulted in predictions of a coalition of Labor with the "new poor" professional men, clerks and others of the middle class, some going so far as to prophesy that Labor in this sense will form the next Government. The Bromley result is regarded as a demonstration of Labor's claim that the Asquithian Liberals all over the country are flocking to Labor's banner, hopeless of relief under Liberal, Conservative or coalition domination.

Labor's near approach to victory in the Bromley district, decreasing the coalition majority of 12,501 in December, 1918, to 1,071, indicates also that the trades unions are concentrating their fight more on constitutional methods.

The effect on Labor will be the abandonment of the demands for nationalisation, which are the pets only of the miners and other radicals, and the substitution of constitutional action through the ballot for direct action through strikes. The propaganda which brought about the surprising result in Bromley, where Labor polled 10,000 votes, only 1,000 short of victory, in an essentially middle class, non-labor district, was carried on extensively in the schools and elsewhere, stressing the argument that it is the natural function of the middle classes to officer the labor army in the fight for social justice, and when the fight is won to give expert aid to labor in building a new world on the ruins of the old.

**RESULT CALLED AMAZING**

In Bromley there are conditions which condemn the "new poor" class to live on wages which laborers refuse. Labor leaders, however, while realising the true significance of the Bromley result, seem doubtful themselves as to whether the party's experience is yet sufficient to take over the reins of government. J. H. Thomas, leader of the railway unions, said to a correspondent:

"The Bromley result is amazing It is the most remarkable election we have had yet."

Arthur Henderson, former Minister in the Lloyd George Cabinet said: "Excellent, but we will do better in the new year. Elections in which labor has been concerned recently clearly indicate not only that the people are disappointed in the present Government but that they must look to labor for a true internationalism, which will make for world peace."

Robert Williams, one of the foremost of the younger leaders, says definitely that the strike has failed as a political weapon and that advances of labor are dependent entirely upon a campaign of political propaganda, while William D. Appleton, secretary of the General Federation of Trades Unions, says that when labor comes to power "it will start with a heavy handicap. It has sown a crop of promises and cannot ignore the harvest. Economic phantasies advanced by various groups appealed to the unthinking as fairy tales appeal to children and there will be terrible disappointment if the promised employment fails to materialise, for money to pay unemployment benefits cannot be extracted from a debt embarrassed and overtaxed country."

**JOINT RAIL CONTROL BEGINS**

The first stage of the process leading to joint control of railroads became effective this morning, when the railway advisory committee superseded the railway executive committee. The advisory committee is composed of twelve railway managers and four union leaders, and will investigate and advise in disputes and methods of distribution generally and deal with all problems arising from working the roads.

The experiment of admitting the labor representatives to the advisory board tends to remove causes of friction and at the same time makes possible an early realisation of the Government's scheme for joint working of the roads.

Officials, employes and unions agreed to recommend acceptance of the Government offer of increased wage scales as a step toward settlement of the union demands, and the wage scales show considerable concession in favor of the men. The leaders consider them fair. Combined representation on the advisory committee is a distinct step toward joint control. In labor circles opinion favors a trial of the plan. The only opponents are those of the extreme Left Wing, who demand nationalisation. The details of the Government offer and the confirmation of labor's appointments to the advisory committee will be the subject of a conference Wednesday, and both doubtless will be accepted.

# British Miner Becomes Millionaire Over Night

Coal miner becomes millionaire over-night
INTERNATIONAL.

George Morgan, a working miner of Treherbert, Rhondda Valley, England, shown on the left, who has just established his claim to more than two million tons of coal in the famous Dean Forest. Morgan's family has for generations occupied common land in the Forest of Dean, and about forty years ago he and several other members of his family laid out a claim to land. The claim has been allowed by the British courts. Mr. Morgan is shown receiving the congratulations of a friend.

# SHORT-SIGHTEDNESS

By Dr. F. M. Gensburger, Oph. D.

Myopia, generally known as short-sightedness, means literally "to close the eye," and this name has arisen from the fact that many short-sighted people squint the eye-lids together when they attempt to see beyond their far point.

Simple near-sightedness is present in about 1.5 percent of all eyes; it is a condition, in which rays of light entering the eye from infinity come to a focus before reaching the retina, in other words, the eye is longer than normal.

Among the various causes of short-sightedness, heredity is certainly a predisposing factor in the production of it, but this does not mean that the baby is necessarily born with long eyes. On the contrary, most children are born hyperopic (far-sighted) and in the course of time, the eyes enter the stage of emmetropia (normal sight) and only when in a sick condition, they pass into the stage of myopia.

What the child may inherit is weak eye-tunics. Such eyes, when placed under strain, or what to them is over-use, soon become elongated. This may be brought about or assisted by poor hygienic surroundings, poor health, or develop after an attack of typhoid, or any of the eruptive fevers.

The symptoms are:

(1) The prominent eye-ball. This is not a positive sign, though this and other signs are mentioned, because they are often present in the myopic condition.

(2) The broad face and the long distance between the two pupils.

(3) A divergent squint usually indicates myopia, and this condition is often brought about by an inability to converge, or one eye may be more short-sighted than its fellow, with the result that the more myopic eye turns out and soon becomes amblyopic (loss of vision).

(4) The most troublesome of all is the poor distant vision, the inability to see things clearly, to recognise your friends across the street, etc.

Near vision is always good, and you often hear a myope say that he can read the finest print, or that she can thread the finest needle or do the finest embroidery.

That is just what short-sightedness is; you are able to see well at a very close range, but at a distance you are sometimes helpless, unless the trouble is corrected and proper glasses are prescribed.


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# GERMAN ISSUES DEBATE SUBJECT BY ECONOMISTS

### Prof. Taussig Says Reparation Must Be Made In Merchandise

### CAN UNDERSELL WORLD

### Herein Lies Danger Of Contradictory Policy Allies Have Adopted

Chicago, December 29.—Practically every university in America was represented today when the fourteenth annual meeting of the American Sociological Society opened its three days session at the Hotel La Salle. F. W. Taussig, professor of economics at Harvard University and considered America's foremost authority on economics, and also chairman to the Tariff Commission of the United States, was the principal speaker. The subject of his paper was "The Effect on International Trade of Germany's Indemnity Payments."

This was followed by a spirited discussion by Prof. Allyn A. Young, Cornell University; Prof. John H. Williams, Princeton University; Prof. David Friday, University of Michigan, and Prof. Jacob Viner of the University of Chicago. All of these men hold the chair of economics of their respective universities. After listening to the discussion for hours this brief resume was gathered. That America had better be careful how she handles Germany. If you don't let her sell her exports she can't pay her reparation, and, on the other hand, if you do, and allow her to go into other markets with her products, she can undersell the world on account of her cheap production, and then she becomes a menace.

Prof. Taussing said in part: "The treaty of peace imposes upon Germany charges for reparation which cannot fail to entail far reaching changes in the trade between her and other countries. The German Government will have to effect payments which cannot be less than $750,000,000 a year and may even exceed a round billion.

"As to the concrete form in which the payments must be effected there is but one possibility. The substance of the payments will be in goods and in goods only. Germany can remit only by sending out merchandise, and the limit of remittance is found in the possible excess of merchandise exports over merchandise imports. The extent of reparation that can be secured is limited by the available amount of the exportable goods.

"Suppose Germany does promote exports in every possible way. What sound and fury there will be from the protectionists and mercantilists of other countries? Here is Germany vanquished, necessitous, the country compelled to disgorge, entering on the very career of a 'war after the war' which the same protectionists and mercantilists had most feared and reprobated. She prohibits imports or imposes high duties. So far from constituting a docile market to which the conquerors can ship goods without let or hindrance she arrogantly refuses admission to their wares. And as regards exports, here is penetration with a vengeance. A sinister German emerges, bent upon trade conquest.

"It is obvious that there is much in the deliberate plans and expectations of the Allies which runs entirely counter to this sort of commercial change. Their own trade programs are flatly inconsistent with the program which through the reparation requirements they impose on Germany. They have been solicitous to promote their own export trades to supplant Germany in every foreign market. And yet—it is as obvious as to seem wearisome, although persistently overlooked in most public talk—it is only by exporting that Germany can make reparation. The allied countries, so far as they smother Germany's exports, as they persistently are trying to do, are cutting off the nose to spite the face. The only direction in which a considerable expansion of German trade may be looked for is eastern Europe, and especially Russia. Here the possibilities are considerable. Germany will supply manufactured goods to Russia and Russia will make payments in large measure through the export of food and raw materials. And here is a source from which Germany may procure the wherewithal for her reparation payments."

Prof. John Williams of Princeton said in part: "You cannot cut off Germany's exports and expect her to pay her reparation. Allied countries are making plans to compete with Germany in all foreign markets, and at the same time Germany is depending on her exports to pay her indemnity. Germany is looking to Russia for her raw materials and in return she exports her finished products to Russia. Look out for this alliance. It will become far more powerful than you can imagine. It might be a nuisance at the present, but in a few years it will develop into the greatest menace this country has ever been called upon to combat."

### It Worked

"Did you deliver that medicine at Mrs. Brown's all right last evening?" asked the doctor of his boy.

"Yes, sir," answered the latter.

"I wonder if she took it?" murmured the doctor.

"I think she must have," answered the boy. "I noticed all the blinds were down as I passde this morning!"

### Correct

"Now tell me," said the inspector, "who was the mother of our great Scottish hero, Robert Bruce?"

He pointed to the top boy and then around the class. There was no answer. Then at last the heart of the teacher leaped with joy. The boy who was standing at the very foot had held up his hand.

"Well, my boy," said the inspector, encouragingly, "who was she?"

"Please, sir, Mrs. Bruce."

# *Jobs Being Lost By London Women*

### *'Cannot Remold Superfine Beings Of Wile And Witchery,' Says One Man*

London, December 20.—Although many British banks and business houses have decided to retain large numbers of women employes because of their efficiency, women are being dismissed by other employers wherever men can be obtained to fill their places.

One business man, who is not inclined to disclose his identity, has given his reasons why he will not employ women, after three years' experience. His reasons have received wide publicity and include the suggestion that women employees create an atmosphere of intrigue.

He declares it a waste of time to try to remold women from "superfine beings of wile and witchery to good business machines." He says:

"I do not want to be vain, but I cannot help knowing that they dressed to attract me and my assistants, and we do not want that sort of thing to distress us in business."

One of the commonest failings of his women employees, he declares, was the disclosing of business secrets to their men friends at luncheon, partly from "sheer love of being important."

Heartbreaking, tearful scenes so often followed any attempt to discharge his women employees that this business man says his life became miserable.


**FULL-BLOODED PEOPLE.**

Why Other People Like Them

We can all call to mind men and women who give such a sense of vitality and strength that they are bound to get on. A woman of this type —full-blooded, plump and brighteyed—always has a group of admirers round her. A man of the same kind always gets his own way.

The reason is that there is a natural and wholesome tendency in all of us to appreciate health and healthy people—those with vigorous red blood in their veins, instead of thin watery bloodlessness. Often we remark that we envy them their vitality and keen interest in the affair of life.

There is no need for envy if the bloodless delicate ones will pay attention to health and make good their deficiency of blood. There is sound advice in the suggestion that all such ailing men and women should begin without delay a course of Dr. Williams' pink pills for pale people, for the reason that these pills make the good red blood of health and give the high spirits, energy and attraction that go with it. If you are pale, anæmic and nervous now, these pills pull you up. The first promising sign will be a natural healthy appetite, then the headaches, feeling of weariness and aching in the limbs will disappear, and your nerves will become steady.

Now is the time to begin Dr. Williams' pink pills. Get a supply from any dealer, or direct and post free one bottle for $1.50, six for $8.00, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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## ...ATOR ALCOCK'S ...NATTAINED AIM

### ...s To Make A Westward ...-Stop Flight Across The Atlantic Ocean

### ...HIS FAME IS SECURE

### ... Of Fate When Death ...e From A Fall Of Less Than 25 Feet

...n Capt. Sir John Alcock, ...B. E., died on December 19 ...ttevard, Normandy. It was ... deeply cherished ambition ...lled—to be the first to make ...stop flight by airplane west- ...across the Atlantic, as he, Lieut. Sir Arthur Whitten ..., was the first to make the ...e eastward, writes Mr. W. ...zell in the New York World. ... coming summer, in all ...ility, would have seen Sir ...making at least an attempt ... flight. The last months of ... were filled with work upon ...tails of a machine with a ...pread of 200 feet and with ... developing 5,000 horse- ... intended by Vickers, Ltd., ...ssenger and freight carrying ... transatlantic service, and ... with this huge craft that ...anned and hoped fervently ...ly to achieve the westward ...g but to come for his first ...o the United States.

... have accomplished this ...would have been a triumph ... even of the airmanship of ... The prevailing westerly ... that sweep the steamer ... of the North Atlantic were ...nt and an admitted aid in ...g the Vimy bomber to her ...June 14-15 last. To make ...ght in spite of, and not be- ...of, these winds is something ... airmen look forward to ...t committing themselves as ..."when" of it. Alcock alone ...se who took part in last ...er's high adventures be- ... that the "when" was near ...d.

**...T DIRIGIBLE PLANNED**

... through the days in New- ...land, when Alcock and ... were busy with the Vimy, ...hn was under the spur of ...gerness to "get back home" ...at he might go into the ...rs shops at Weybridge where ...w machine was to be built. ...ems at times, indeed, as ...h the flight he was then ...g to essay was important ... because of the bearing it ... prove to have on the later

...l another reason made Sir ...ager to be in England again. ... were even then afoot at the ...rs shops for a dirigible as ... larger, proportionately, than ...n existence as would be the ... heavier-than-air machine. ...dirigible was to be borne up ...bag of 5,000,000 cubic feet ...apacity—roughly 50 percent ...r than the biggest yet built. ...priatory powerful engines ...orrespondingly increased pas- ...r and freight resources were ... devised for the use of this ... in the North American ...e first of all, and then in the ... American service.

...may have a shot at piloting ...ig," Alcock would say, and ...yield himself to dreams of ...me when the air would be ...ed as the seas are now.

... Alcock was no dreamer to ...nvasion of the practical side ...is profession. His service ... the war was distinguished, ...his ability as a pilot quite ...al, but his real greatness ... an experimental pilot.

**...T OF HIS CAREER**

...was from the mechanical side ...he entered aviation. As a ...n Manchester—where he was ...in 1892—he was a bicycle ... and one of a good deal of ...ation. There is a likeness ...e Wrights in this origin. ... he was 17 years old he ...e an apprentice in the ...ess Motor Works. Among ...ery first of his tasks was a ... in the development of an ...engine, not only in its build- ...ut in its testing.

...s started him on his career. ...1912 he took his pilot's ...icate, and in 1913 he was ... In one flight between ...on and Manchester he was ...ose a second to Harry G. ...er that it took a stop watch ...ide the winner. That same ...he got definitely into action ... experimental pilot. With ... Muller, now superintendent ...airplane construction for ...rs, he built a machine that ...d out the ideas of a non- ...ical inventor. It was not a ...ss, but that was not the ... of Alcock and Muller.

... the outbreak of the war ...k had more than 1,000 hours ...e air. When war came he ... have had his pick of places ...ngland as a test pilot, and ...t job have done service of ...utmost importance, to say ...ng of its constant danger, as ... Hawker and Frederick P. ...ham of the Martinsyde. But ...k went into the Royal ... Air Service and became an ...ctor in the famous school ...stchurch. There he put in ... hours in the air, and be- ... chief of the aerobatic ...ers.

**...ARDANELLES CAMPAIGN**

...en Great Britain begin the ...anelles campaign Alcock went ... the first aero squadron ...ed there. His work was conspicuous in half a dozen phases of the great game there. He made the longest bombing flight achieved by an Englishman—seven hours in duration and 460 miles in distance. He was the first man to bomb Constantinople. On September 4 and 5, 1917, he bombed Adrianople and worked almost unparalleled havoc. When the armistice had been signed enemy records seized established the fact that with a ton of bombs—including sixteen high explosives and twenty incendiaries—he destroyed 3,000 houses, razed a fort and blew up an ammunition train. In combat he brought down seven enemy machines, in recognition of which he received the Distinguished Service Cross.

But even on this far-away front Alcock kept at his experimental work. He drew plans for a battle plane of new and advanced design. It was almost entirely without "dead areas," that is, areas where the pilot's vision is blocked. Ordinarily a pilot cannot see above him. In this machine the cockpit opened in the upper plane, so that merely by raising his head the pilot could see all around him. Except for small spaces to the front on the right and left he could see everywhere.

**DESIGNED A BATTLE-PLANE**

This machine was built on the Island of Lemnos, where Alcock's squadron had its base, and where he worked out and drew his plans. A motor and some of the materials were found among the "spares" of the station, but most of them had to be brought from Malta as opportunity arose. The actual construction was done in odd moments, and these moments were not many, for the squadron was constantly in action. Alcock himself put in more than 500 hours in the air while he was at Lemnos, an average of a little better than one a day, which is high indeed for active service.

But the plane was built and more than fulfilled its designer's expectations. It represented a decided advance in type and, had Lemnos been nearer home, it is entirely probable that it might have become a standard among battle-planes. Planes that are being produced in these post-war days look strikingly like it in aspects, which may be taken as proof of Alcock's anticipation of the trend of aerial engineering.

It is idle, of course, to speculate on what Alcock might have done during the war had his service lain along the Western front, or had he had a longer time in the East. The quality of the work he did, however, justifies the belief that under other conditions he might have been rated an ace of aces in the end, even under the stern system that kept the record of English fliers a matter of knowledge to the air force itself at most, and never to the general public.

**MISHAP AND CAPTURE**

Over the Dardanelles Alcock brought down seven machines, as has been said. His bombing work was pre-eminent, although his capture by the Turks came at a time which precluded decoration for it. After he had flown the Atlantic there were reports that recognition of this was to come, even though at so late a date.

In the very circumstances of his capture there was evidence of the man's resourcefulness. He had started out to bomb with a twin-motored Handley-Page. He had not been long under way when one of his engines "konked." Hard on the heels of this mishap came an attack by enemy aviators; but Alcock put two of them out and continued on his way. He flew seventy-six miles with one engine, and as dark fell he made a landing on an isle that should have been visited during the night by a British patrol boat. It was not, however, through some inadvertence, and the next morning Alcock found that seven miles more of flight would have carried him to safety. It was too late then, and before repairs could be made or his machine got underway with one engine he had been taken prisoner.

Alcock was a Peter Pan. He was no older in spirit, in view point at twenty-seven than he was at seven. Had he lived to be seventy-seven he would have still been as young in heart. He was big, broad-shouldered, with immensely powerful hands and wrists. His thick blond hair was always brushed backward in a pompadour. His cheeks had the red of his country's traditional roast beef in them. His blue eyes smiled on troubles and vexation as they did on the pleasant things of life. When matters seemed at their worst he would say, cheerily: "We'll wangle through somehow."

Ten minutes before he and Brown actually got away into that half gale that swept Rope Walk Field in St. John's and that entailed the most superb airmanship this observer has ever seen, Alcock sat on the hillside flinging tufts of grass into the angry wind.

"There'll be no flight today," he'd grin. "And five years ago there wouldn't, either. We used to go out on the fields then and toss up bits of tissue paper. If there was air enough stirring to blow them away we stayed where we were."

It was a vivid demonstration of the progress of aviation. Five years ago no flights even in the face of a breeze; five years later setting out to fly the Atlantic against the howling of a wind against which men had difficulty in standing upright.

As I watched the Vimy being lifted and coaxed and coddled into holding her nose up in this gale until she could be swung around into its sweep, an American flyer newly back from France stood beside me. His hands were clenched, his muscles taut. In imagination he was going through, on the field, every crisis that Alcock was meeting in the air.

"God!" breathed the American, "God!"

He turned to me and blood bubbled from his mouth, for in the excitement of that moment the boy had bit through his under lip.

Alcock's death was tragic irony. He had come through the war unscathed. He had flung the hazards of the transatlantic flight back over his shoulder. He died in once more peaceful France in a fall of less than twenty-five feet!

## Noted Conductor Of Grand Opera Dies In Chicago

Cleofonte Campanini.

Cleofonte Campanini, general director of the Chicago Opera Company, died at his home in Chicago, following a long illness. Signor Campanini contracted a cold while returning to the United States from Italy last Fall and had been ill since that time. He was acknowledged to have been one of the foremost of operatic conductors of his time. He was born in Parma, Italy, and was in his sixtieth year. In his youth he studied to become a violinist, but the lure of orchestral direction soon took him from the pursuit of violin study and when he was 23 years old he made his debut as a conductor in his native Parma.

## *Swiss Hard Hit By Decline In Exchange*

### *Elector Bank's Deficit For Year 48,000,000 Francs; Crisis In Finance*

London, December 13.—A startling effect of the depreciation of Italian, German and Austrian exchanges on Swiss concerns with international interests is shown in a report of the Swiss Elector Bank for the year ended in June last, which has just been received from Zurich.

The concern, which always has been prosperous, showed a deficit of 18,000,000 francs at the end of June. A supplemental balance sheet showed that the deficit had increased at the end of November to 48,000,000 francs.

This emphasises the necessity of the greatest caution in dealing with the Swiss institutions, which is being exercised by British bankers, because the solvency of these institutions depends ultimately on their ability to collect obligations due in foreign currency and to convert them at a favorable rate into Swiss francs.

One of the curious results produced by the fluctuations in exchange is that at one point where the frontiers of France, Italy and Switzerland meet there are three different values for the British pound sterling. On the Swiss side that value is only 19 francs; on the French side the pound is worth 43 francs, on the Italian side 50 francs.

Before the war sterling was worth 25 francs in all three; widely different values now make it difficult in that vicinity to spend money, and shops within a short distance of each other sell goods at widely different prices in order to make up the differences in the buying power of the three currencies.

## *Spotted Fever Kills 10,000 In Galicia*

Berne, January 23.—It is reported that ten thousand have died from spotted fever in Eastern Galicia and that there are now a hundred thousand cases of the disease in that region.

## EFFECTS OF WAR ON FRENCH GIRLS

### They Have Learned Slang And Also To Be More Serious

*(New York World)*

Paris, December 13.—What effect has the war had on the young Parisienne? is the question agitating their parents and students of society. Two competent persons—one a Catholic priest, Abbe Mugnier, the other a fortune teller, Mme. Fraya—have given their views on the subject. They say a rapid change has come over the French young girl which has not been to her advantage. Through the war she has become stronger in character, she is fearless and does not yield easily to her emotions.

The priest, on the other hand, said the young women have learned a lot of slang too easily and remember the poilus' slogans. Nevertheless, he reckons that a girl will come back to her family vivacious and more active and free than before. She endures hardships more easily. Abbe Mugnier, however, remarks that the Parisienne's speech often shocks him as well as their dress. This, he believes, will die out. He has seen them in the army hospitals and knows that their patience and courage were often sorely tried, but always they have pulled through. He is confident that they will again hold their own in private life.

The good Abbe finds that women have done much reading during the war and considers them all the better for it. They have broader ideas of life today and join in conversations which before the war their parents considered unfit for their ears.

The Parisiennes who have taken to dancing since the war displease the abbe, but he prefers to believe this is just an intermediate stage and that more serious affairs will prevail in the long run. As regards war divorces, Abbe Mugnier is shocked. He says marriages were arranged too rapidly during the war, to the detriment of young girls who today regret the days when they were single.

Mme. Fraya is of a different opinion concerning this point. She says women who have come to see her think of nothing else but marriage, and today their one great ambition is to get married and to have a home of their own and children. The wave of laziness has not touched the young girl, and Mme. Fraya considers that her sex will help the country to regain its normal aspect quicker than men can. Girls like work and are not afraid of working hard and long.

They have learned to suffer also, says Mme. Fraya. Take love romances, she remarks. How many girls during the war fell desperately in love only to find their ideals broken very rapidly. Americans received in French families have been accepted as prospective husbands for the daughters, but they have gone back and left the girls. These girls, made braver by the war, have suffered temporarily, but have decided to face the world alone.

## St. John's University News Items

The marriage of Mr. J. H. Pott, eldest son of Dr. F. L. Hawks Pott, president of the University, to Miss Nancy T. K. Yang of Anking will take place in the St. John's Pro-Cathedral at 4 o'clock on Monday afternoon, February 9. After the ceremony, a reception will be held at their residence.

The Parade Sunday came on the last Sunday of the term, February 1. All students attended the church service in the morning in uniform. Capt. W. S. A. Pott preached a sermon on the relation of militarism with the church. The idea of chivalry was introduced and the students were impressed with the value of loyalty.

Upon the invitation of the Chinese members of the faculty and the students, Dr. C. T. Wang, China's Peace Delegate at the Paris Peace Conference, spoke at St. John's before an unusually large audience on Monday afternoon, February 2. Dr. Wang spoke on his personal impressions as seen from the peace conference at Versailles. The speech was full of dramatic events. "Switzerland's preparedness," said Dr. Wang in part, "should be a great lesson for the Chinese people as a while." Amidst loud applause, Dr. Wang was presented a handsome shield by Dr. Y. Y. Tsu, representing the students and the Chinese members of the faculty.

With the passing of the underyear examinations, the college closed for the winter vacation. As there was no closing-day exercise this term, the students returned home as soon as the examinations were over. Owing to the brevity of time, a number of students who have no home in town or its vicinity, have to stay in the college for the vacation. The winter recess will extend to Monday, March 1.

# BUSINESS AND OFFICIAL NOTICES

(Continued from Page 9)


**Banque de L'Indo-Chine**

**Increase of Capital from 48 Millions to 72 Millions Francs**

The BANQUE DE L'INDO-CHINE has been authorised by the French Government to issue 48,000 ordinary shares at the following conditions:

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2. 24,000 shares reserved to the subscribers residing in the French Colonies (Indo-China, Pondichery, Djibouti, Nouvelle Caledonie, Tahiti).

3. Any shares not subscribed for under the above 2 headings will be available to the public.

CONDITION OF PAYMENT

With regards to applications, subscribers under heading No. 1 will be required to pay 925 francs when subscribing and 350 francs after allotment.

Total 1,275 francs (Fcs. 25 to call ultimately).

Subscribers under heading No. 3 will be requested to pay

425 francs when subscribing and 1,150 francs after allotment.

Total 1,575 francs (Fcs. 25 to call ultimately).

Subscriptions received from 2nd to 18th February, 1920, at the

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**The Shanghai Loan and Investment Co., Ltd.**

**Notice to Shareholders**

Notice is hereby given that the First Annual Meeting of Shareholders will be held in the Board Room of the China Mutual Life Insurance Co., Ltd., 10 Canton Road, on Thursday, the 12th February, 1920, at 4.00 p.m. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ended 31st December, 1919.

The Transfer Books of the Company will be closed from the 6th to the 12th of February, 1920, both days inclusive.

By Order of the Directors.
GEORGE McBAIN,
General Agents.

Shanghai, 29th January, 1920.

27685

**DEUTSCH-ASIATISCHE BANK**

IN LIQUIDATION.

In accordance with instructions received from the CENTRAL BUREAU OF LIQUIDATION OF THE MINISTRY OF FINANCE, PEKING, sealed tenders are hereby again invited for the purchase of the Hankow property of the DEUTSCH-ASIATISCHE BANK, located on the Bund of SPECIAL ADMINISTRATIVE DISTRICT, comprising land and buildings suitable for offices and residences, together with furniture.

Tenders may be made in Hankow Taels or Dollars, and must be sent in on or before 15th February, 1920, plainly marked "Sealed Tenders." The Bureau does not bind itself to accept the highest or any tender.

All further particulars may be obtained on application to:

Bureau of Liquidation of the Deutsch-Asiatische Bank, Hankow.
CHIEN CHUNG-HAN,
Liquidator.

27561

**BEAUTY**

Mme. Mays' endorsed treatments removes wrinkles, scars, freckles, sagging, flabby muscles, small-pox pittings and all facial blemishes. Studio 257 Avenue Joffre.

27717

**YOUNG'S**

P-574 Nanking Road

The public are hereby notified that Mr. A. Martines is no longer connected with this store.

SAM Z. YOUNG.

27817

**The Shanghai Chemical Laboratory**

**No. 20 Nanking Road**

*3rd Floor*

**COMPAGNIA ITALIANA D'ESTREMO ORIENTE**

In compliance with Italian Law, it is hereby made known that on the 28th January, at the Italian Consulate in Tientsin (China), in the presence of His Italian Majesty's Consul, has been registered in accordance with Italian Law the limited liability company named "Compagnia Italiana d'Estremo Oriente" with a fully paid up capital of Italian Lire, Gold 1,000,000 and Tientsin Taels 100,000.

The object of the Company is to carry on a General Import and Export trade.

The Head Office of the Company is at Tientsin, there is an Office at Shanghai and a Branch at Peking.

Chairman of the Board of Directors is Mr. Lionello Scelsi of Rome, while Mr. Egidio Marzoli and Ernesto Denegri are Managing Directors.

27819

**NOTICE**

**S.S. "Iconium" from Seattle**

An examination of broken and ship-damaged cargo will be held at the China Merchant's Eastern Wharf on Monday, 9th instant, at 10 a.m. when the Marine Surveyors, Messrs. Paulsen & Bayes-Davy will be in attendance.

THE ADMIRAL LINE,
Agents.

27816

**DANCING**

Mr. PAUL NIJINSKY begs to announce that he is prepared to give private lessons for Waltz, Fox Trot, etc.

For further particulars apply 3 Astor Terrace.

27570

**Prof. I. K. Seto**

**TURKISH BATH**

**and Massage Establishment**

**Specialities:—Rheumatism; Nervousness; Fat people reduced; etc.**

**No. 85 Szechuen Road, (Corner Nanking Road), Tel. C. 2768**

**MA CHANG KEE**

(Established 1870)

Dealer in all kinds of porcelain, brass and bamboo wares, curios, emeralds, jades, cornelians and gems of all sorts, etc.

All goods sold by us are guaranteed, and articles found to be imitations can be returned within six months of purchase.

Address:
No. 76, Rue Brodie A Clarke,
French Concession, Shanghai.
Telephone Central 3157.

27452

**VANCOUVER LODGE**

**Residential Country Hotel**

134 SINZA ROAD

**Telephone West 1707**

Double and single rooms, hot and cold water service. Garages, spacious garden, tennis courts, croquet lawn.

TERMS MODERATE.

27740

**Dr. R. Holper M.D.**

Specialist in Venereal, Skin and Internal Diseases.

85 Szechuen Road
(Corner Nanking Road)

Office hours: 11-1 and 4-6.

Tel. North 1316.

27310

**HONMA HOSPITAL**

**No. 8A Miller Road.**
**Tel. N. 2961**

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

**BELGIAN KINGDOM**

**5% National Loan of Francs 2.500.000.000.**

Subscriptions to the above loan will be received by the Banque Belge pour l'Etranger from this date and up to 3rd March, 1920.

The following particulars have been received:

Bonds of 500 francs each.
Bearing interest at 5% p.a.
The bonds are issued at 499 francs and redeemable in 75 years by yearly drawings at 750 francs.
First drawing to take place 1st March, 1921.
Conditions of payment:
Frs. 100 when subscribing and Frs. 399 on 10th May, 1920
say Frs. 499 in all.
Loan free of all taxes.
For further particulars apply to:

**Banque Belge pour l'Etranger S.A.**
(Belgian Bank)

who will quote special favourable rates.

27756

**NOTICE**

Notice is hereby given that the undersigned has this day become the Sole Proprietor of the Firm of Lee Chong & Son, Iron Merchants, and that from this date all orders and business dealings connected with the above firm must bear the signature and chop of the undersigned; without same, nothing will be recognised.

F. D. TAI (戴芳達)
Managing Proprietor
LEE CHONG & SON
(利昌鐵號)
No. 7 North Soochow Road.

Shanghai, January 31st, 1920.

27722

Change of Address

**DRS. KEW BROTHERS**

Have removed their DENTAL SURGERY to

**No. 3D Peking Road**

(lately occupied by Dr. Bolton)

27735

**FRESH MILK**

delivery twice daily.

**EXTRA ORDERS**

are executed at any time

**AIKOSHA DAIRY**

89 Avenue Dubail
Tel. C. 2175

**NOTICE TO EXPORTERS**

**We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.**

**Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.**

**Any inquiry will have our immediate attention.**

***Address:*** **8b Kiangse Road, and Q489 Tientsin Road, Shanghai.**

***Telephone:*** **Central Nos. 2385 and 4666.**

**H. C. WANG**

**General Manager: Tung Hsin Ziang Egg Factories, Hung Yue Chong Egg Factory, Hsin Chong.**

**The Kailan Mining Administration**

**HOUSEHOLD COAL**

On and after 17th November, the price will be $13 per ton delivered (Cash with Order). Application to 1 Jinkee Road Tel. Central 1115.

27727

**Dr. James Yuking's**

**Office for Venereal Diseases is now removed to 73 NANKING ROAD.**
**Hours: 10 a.m. to 5 p.m. daily and by appointment.**
**Special consideration to men in uniform.**

**KINGMAN & BROS.**

**How to Preserve the Teeth**

In order to keep the teeth in a good condition scientific precaution must be taken. Through negligence, decay and numerous other affections such as tooth-ache, dental periostitis esteo-periostitis, necrosis of the jaw, etc., may arise. During the process of ingestion, there are settled on the teeth, some deposits of mineral and organic matters, called tartar, which possesses a morbid power of pressing the gum. As an inevitable result of the presence of this tartar, the teeth will become elongated and movable and will, by degrees, absorb away the enamel, leading ultimately to the decay and degeneration of the teeth. The tartar is so hard and resistant to the process of brushing that it cannot be scraped off except with dental instruments specially devised for that purpose.

Dr. KINGMAN offers to the public his service for preserving their teeth at an annual subscription Fee of $10.00 per head to be paid in advance.

The work to be done by Dr. KINGMAN to the subscribers consists in:—

(1) Cleaning of the teeth quarterly
(2) Filing with gold platinum alloy only, when the teeth present holes.
(3) Inspecting the teeth at any time at the desire of the subscribers.

*No. 40, Szechuen Road, Shanghai.*

**Dr. E. G. Lobzowsky**

**DENTIST**

Four Years' Practice in New York.

**Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.**

**No. 3 G Peking Road**
**Tel. Central 1125**

**Tel., Central 2036**

**Dr. FRED M. GENSBURGER**

Eye Specialist

Consulting Hours
10 to 12 a.m. 2 to 5 p.m.
and by appointment

38, Nanking Road
1st Floor

# Chinese and Foreign Banking Announcements

## Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital ..... £2,000,000
Reserve Fund ..... 2,900,000
Reserve Liability of Shareholders .... £2,100,000

*Head Office:*
38 Bishopsgate, London, E. C.

*Court of Directors:*
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

*Bankers:*
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

*Agencies and Branches:*

| | | |
|---|---|---|
| Amritsar | Ipoh | Puket |
| Bangkok | Karachi | Rangoon |
| Batavia | Klang | Salgon |
| Bombay | Kobe | Seremban |
| Calcutta | Kuala Lumpur | Singapore |
| Canton | Madras | Shanghai |
| Cebu | Manila | Sourabaya |
| Colombo | New York | Taiping |
| Delhi | Medan | (F. M. S.) |
| Halphong | Peking | Tavoy |
| Hankow | Penang | (Lower Burma) |
| Hongkong | Yokohama | Tientsin |
| Iloilo | | |

*Shanghai Branch* 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Manager

## Banque De L'Indo-Chine

Capital .... Frs. 48,000,000.00
Reserve .... Frs. 50,000,000.00

*Succursales et Agences:*

| | | |
|---|---|---|
| Bankok | Hanoi | Saigon |
| Battambang | Hongkong | Shanghai |
| Canton | Mengtze | Singapore |
| Djibouti | Noumea | Tientsin |
| Doudichery | Peking | Tourane |
| Halphong | Papoete | |
| Hankoou | Pnom-Penh | |

*Bankers:*
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

## The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabes."

Capital .....Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG.
Manager.

## Hongkong & Shanghai Banking Corporation

Paid-up Capital .... $15,000,000

Reserve Funds:—
Sterling ..... £1,500,000
Silver ..... $21,000,000

Reserve Liability of Proprietors ... $15,000,000

Head Office: HONGKONG
*Court of Directors:*
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
J. W. C. Bonnar, Esq.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.
Ross Thomson, Esq.
*Chief Manager.*
Hongkong—N. J. Stabb.

*Branches and Agencies:*

| | | |
|---|---|---|
| Amoy | Ipoh | Penang |
| Bangkok | Johore | Rangoon |
| Batavia | Kobe | Saigon |
| Bombay | Kuala Lumpur | S. Francisco |
| Calcutta | London | Shanghai |
| Canton | Lyons | Singapore |
| Colombo | Malacca | Sourabaya |
| Foochow | Manila | Tientsin |
| Hankow | Nagasaki | Tsingtao |
| Harbin | New York | Vladivostock |
| Iloilo | Peking | Yokohama |

*London Bankers:*
London County Westminster and Parr's Bank, Ltd.

*Shanghai Branch*: 12, The Bund.
*Sub-Agency*: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

## Russo-Asiatic Bank

| | Roubles. |
|---|---|
| Capital (fully-paid) . | 55,000,000 |
| Reserve Fund ..... | 26,960,000 |
| **Capital Contributed by Chinese Government** ..... | **Kup. Tls. 3,500,000** |
| Reserve Fund ..... | 1,750,000 |

*Head office*: Petrograd.
*Paris office*: 9 Rue Boudreau.
*London office*: 64 Old Broad. Street, E. C. 2.

*Bankers:*
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

| | | |
|---|---|---|
| Bombay | Hailar | Nicolayewsk |
| Chanchun | Hankow | O/Amur |
| (Kwan-chendze) | Harbin | Peking |
| Chefoo | Hongkong | Shanghai |
| Dairen (Dalny) | Manchouli | Tientsin |
| | Newchwang | Vladivostock |
| | | Yokohama |

Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
Manager for Asia.

## The Bank Of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

| | |
|---|---|
| **Authorised Capital** | **$60,000,000.00** |
| **Paid-Up Capital** | **$12,279,800.00** |
| **Reserve Fund** | **$1,298,522.60** |
| **Special Reserve Fund** | **$1,898,933.68** |

Head Office: Peking.
Branches and Agencies:

| | | |
|---|---|---|
| Peking | Taiyuan | Shanghai |
| Tientsin | Kaifong | Hankow |
| Chanchun | Wuhu | Ichang |
| Antung | Anking | Changsha |
| Dalny | Hangchow | Nanchang |
| Moukden | Ningpo | Kiukiang |
| Newchwang | Nanking | Foochow |
| Harbin | Chinkiang | Amoy |
| Kirin | Hsuchow | Canton |
| Tsinan | Soochow | Hongkong |
| Chefoo | Wusieh | Swatow |
| Tsingtao | Yangchow | Chungking |

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interests allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang,
Manager.

Shanghai, 15th February, 1918.

## Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-up Capital ..... £2,000,000
Reserves ..... £481,000

Head office: BRUSSELS
London Office: 2 Bishopsgate, E.C.2
Branches: Cologne, Bucharest, Alexandria, Tantah, Cairo, Peking and Tientsin.
Agents:
Manchester: 31 Mosley Street

*President:*
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

## Hongkong & Shanghai Banking Corporation

SavingsBank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 8 p.m. Saturday, 10 a.m. to 12 noon.

## BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914. and October 31, 1915.

**Capital: Kuping Taels 10,000,000**

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad; Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN Acting Manager.

## The National Commercial Bank, Ltd.

Established 1907.

| | |
|---|---|
| **Paid-Up Capital** | **...$1,000,000.00** |
| **Reserve Fund** | **.... 391,347.41** |

*Head Office: Shanghai*
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614
*Branches:*
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

Shen Chu Hsu, Manager.
Shu Chin Mih, Sub-Manager.
C. C. Yang, Sub-Manager.

## International Banking Corporation

Owned by
THE NATIONAL CITY BANK OF NEW YORK,

Capital & Surplus U.S. $8,500,000
Undivided Profits U.S. $1,054,000

*Head Office:*
National City Bank Building,
55 WALL STREET, NEW YORK
*London Office:* 36 Bishopsgate E.C.
*Lyons Office:* 27 Place Tolozan
*San Francisco Office:*
222 Montgomery Street

*Branches:*

| | |
|---|---|
| **China** | **Philippines** |
| Shanghai | Manila |
| Peking | Cebu |
| Tientsin | |
| Tsingtau | **Straits Settlements** |
| Hankow | Singapore |
| Hongkong | |
| Canton | **Dominican Republic** |
| **Manchuria** | Santo Domingo |
| Harbin | |
| **India** | San Pedro de Macoris |
| Bombay | |
| Calcutta | Sanchez |
| Rangoon | |
| **Japan** | Santiago |
| Yokohama | |
| Kobe | Puerto Plata |
| **Java** | |
| Batavia | **Panama** |
| Soerabaya | Panama |
| | Colon |

Branches of
THE NATIONAL CITY BANK OF NEW YORK

| | |
|---|---|
| **Argentina** | **Uruguay** |
| Buenos Aires | Montevideo |
| Once (Buenos Aires) | **Venezuela** |
| Rosario | Caracas |
| | Maracaibo |
| **Belgium** | |
| Brussels | **Siberia** |
| | Vladivostok |
| **Spain** | |
| Madrid | **Italy** |
| Barcelona | Genoa |
| **Brazil** | **Porto Rico** |
| Bahia | San Juan |
| Pernambuco | |
| Porto Alegre | **Colombia** |
| Rio de Janeiro | Medellin |
| Santos | |
| Sao Paulo | **Russia** |
| | Moscow |
| **Chile** | Petrograd |
| Santiago | |
| Valparaiso | **Trinidad** |
| | Port of Spain |

Branches in Havana and 21 of the principal cities of Cuba.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager.*
1a Kiukiang Road.

## Commercial Bank of China

*Head Office*: SHANGHAI

| | Sh. Tls. |
|---|---|
| **Subscribed Capital** ... | **5,000,000** |
| **Paid-Up Capital** ..... | **2,500,000** |

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On deposits in Dollars according to arrangement.

H. G. MARSHALL.
Chief Manager.

## 中華銀行 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
*Head Office: Tientsin*

| | |
|---|---|
| **Subscribed Capital** .. | **$2,000,000** |
| **Paid-Up Capital** .... | **$1,020,000** |
| **Reserve Fund** ..... | **$ 20,000** |

*Managing Director:*
T. CLARENCE SUN
*Deputy Managing Director:*
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

| | | |
|---|---|---|
| Tientsin | Chinkiang | Ichang |
| Shanghai | Soochow | Changsha |
| Peking | Wusieh | Shansi |
| Hankow | Hangchow | Wuhu |
| Nanking | Ningpo | London |
| Yangchow | Shaoshing | New York |
| Hsuchow | Canton | S. Francisco |
| Pengpu | Hongkong | Boston |
| Changchun | Changteh | Tokio |
| Antung | Chengchow | Kobe |
| Kiukiang | Tsinkiangpu | Osaka |
| | Yokohama | |

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.

Tel. Central 1929 Managers' Office
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Account and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager,
T. D. Zar, Sub-Manager.

## Nederlandsche Handel Maatschappij

(Netherlands Trading Society.)
Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 14,590,545 (about £1,215,879)
Special Reserves: Guilders 17,000,000 (about £1,416,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
*Agencies in Holland:*
THE HAGUE and ROTTERDAM.

*Branches:*

| | |
|---|---|
| Bandjermasin | Penang |
| Bandoeng | Pontianak |
| Cheribon | Rangoon |
| Djember | Semarang |
| Djokjakarta | Singapore |
| Hongkong | Soerabaya |
| Kota-Radja | Soerakarta |
| Langsa | Tebing-Tinggi |
| Makassar | Tegal |
| Medan | Telok-Betoe |
| Padang | Tjilatjap |
| Palembang | Weltevreden |
| Pekalongan | |

*London Bankers,*
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

The
## Chekiang Industrial Bank, Ltd.

Established 1908.

| | |
|---|---|
| **Capital** ..... | **$1,000,000** |
| **Reserve Fund** ..... | **$50,000** |

Head Office, Branches & Agencies.
Hangchow, Shanghai, Haimon, Lanchi.

Agencies at the principal Cities throughout China.

Foreign Agencies:—London, New York, Tokio, Yokohama, Osaka, Kobe, Hakodate, Seoul and Fusan.

SHANGHAI BRANCH
U 39 Peking Road.
Tel. No. C. 3145, Manager's Office.
Tel. No. C. 2147, General Office.

Every description of Banking and Exchange Business transacted.

Interest allowed on Current and Fixed Deposits in Taels, Dollars, Sterling, Gold Dollars and Yen according to arrangements.

Credits granted on approved securities.

Safe Deposit Boxes for rent on application.

SAVINGS DEPARTMENT
4% Compound Interest allowed on Savings Current Deposits.

Interest allowed on Savings Fixed Deposits according to arrangements.

Cheque-books or Savings Pass-books at Depositor's disposal.

Li Ming, *Manager.*
Chen Sin Tseng, *Sub-manager.*
Zai Moh Zung, *Sub-manager.*

## THE BANK OF CANTON, LIMITED.

Incorporated 1912

| | |
|---|---|
| **Capital (fully paid)** ..... | **H.$2,000,000.00** |
| **Reserve Fund** ... | **H.$ 400,000.00** |
| **Investment reserve fund** ... | **H.$ 40,000.00** |

Head Office
No. 6 Des Voeux Road, Hongkong

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

| | | |
|---|---|---|
| Canton | Bangkok | S. Francisco |
| Batavia | Bombay | Colombo |
| New York | Manila | Samarang |
| London | Singapore | Calcutta |
| Honolulu | Rangoon | Yokohama |
| Sourabaya | Canada, etc. | |

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

## The Mercantile Bank of India, Ltd.

| | |
|---|---|
| **Subscribed Capital** .. | **£1,500,000** |
| **Paid up Capital** ..... | **750,000** |
| **Reserve Fund** ..... | **700,000** |

Head Office, 15 Gracechurch Street, London, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

| | | |
|---|---|---|
| Bombay | Howrah | Madras |
| Calcutta | Handy | Penang |
| Colombo | Karachi | Port Louis |
| Delhi | Kota Bahru | (Mauritius) |
| Galle | (Kelantan) | Rangoon |
| Hongkong | Kuala Lumpur | Shanghai |
| | Singapore | |

*Shanghai Branch.*

EVERY description of Banking and Exchange business transacted. Interest allowed on Teal Current Accounts at 2 % per annum and Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
28 The Bund.

## Asia Banking Corporation

CAPITAL $4,000,000 SURPLUS $1,100,000
*An American Bank*
Cable: BANKASIA Tel. S'hai C. 1325

Head Office: New York City
Head Office for the Far East: Shanghai
Corner Kiukiang and Kiangse Roads

*Other Branch Offices:*
Canton, Changsha, Hankow, Hongkong, Manila, Peking and Tientsin

### ANNOUNCEMENT

By appointment of the Italian Treasury the Asia Banking Corporation has official charge of the placing of the sixth Consolidated Italian Government 5 percent Loan (1920), in China.

The subscription list will be open until March 10th for the sale of Bonds with coupons to the 31st December, 1920, attached. The Bonds are in denomination of Lire 100, and the issuing price will be Lire 87.50 plus interest from January 1st to the day of payment. The Italian Chamber of Commerce are working in close co-operation with this bank on this proposition.

On account of the present favourable rate of exchange, these Bonds offer an attractive investment.

STOCKHOLDING BANKS
Anglo and London, Paris National Bank, San Francisco
Bankers' Trust Company, New York City
Continental & Commercial National Bank, Chicago, Ill.
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings & Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington
National Shawmut Bank, Boston, Mass.

## PARK-UNION

FOREIGN BANKING CORPORATION

HEAD OFFICE: 56 Wall Street, New York

Fully Paid Capital and Surplus $2,250,000

OWNED AND CONTROLLED BY
The National Park Bank, New York Union Bank of Canada

*DIRECTORS:*

| | |
|---|---|
| Richard Delafield | H. B. Shaw |
| Stuyvesant Fish | R. O. McCulloch |
| Gilbert G. Thorne | Stanley E. Elkin |
| Cornelius Vanderbilt | Stephen Haas |
| R. H. Williams | F. E. Kenaston |
| E. C. Hoyt | W. J. Dawson |
| A. P. Villa | F. L. Appleby |
| Sir Wm. Price | T. Fred Aspden |

Charles A. Holder, President

*BRANCHES:*

SAN FRANCISCO SEATTLE
PARIS TOKYO YOKOHAMA

*SHANGHAI BRANCH:*

No. 1 KIUKIANG ROAD
TELEPHONE CENTRAL 1174

## THE SHANGHAI COMMERCIAL & SAVINGS BANK LTD.

9 Ningpo Road, Shanghai

| | |
|---|---|
| Capital (paid-up) ..... | $1,000,000.00 |
| Deposits ..... | $5,248,000.00 |
| Reserves ..... | $ 60,000.00 |

Branches and agencies throughout China.

Correspondents in London, New York, Paris, Berlin, Tokyo, Amsterdam, Chicago, Seattle, San Francisco, Manila, Singapore, Osaka, and Kobe.

Your business is solicited.

Cable Address: "Comsavbank"

K. P. CHEN,
General Manager.

## Provisions Prices In Local Markets

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on February 3, 1920.

| | | |
|---|---|---|
| **Butcher's Meat** | | |
| Beef | per lb. | 14-20 |
| Mutton | " | 16-20 |
| Pork | " | 25-30 |
| Veal | " | 25-30 |
| **Fish** | | |
| Bream | per lb. | 18-20 |
| Cod | " | 18-20 |
| Mandarin | " | 20-30 |
| Mackerel | " | 16-18 |
| Pomfret | " | 20-25 |
| Salmon | " | 18-20 |
| Samli | " | none |
| Soles | " | 16-20 |
| Whitebait | " | 20-25 |
| **Game, Poultry And Eggs** | | |
| Deer | each | $2.00-$2.50 |
| Duck | each | 60-90 |
| Hare | " | 35-40 |
| Eggs | per doz. | 20-24 |
| Fowl | per lb. | 20-22 |
| Geese | each | 80-1.10 |
| Partridge | " | 40-45 |
| Pheasant | " | 50-60 |
| Pigeons | " | 25-30 |
| Quail | " | 16-18 |
| Snipe | " | 16-18 |
| Teal | " | 14-16 |
| Turkey | per lb. | 55-60 |
| Woodcock | " | 50-60 |
| Wild Duck | " | 30-35 |
| Wild | " | 35-40 |
| Wild Pigeons | " | 10-12 |
| **Fruit** | | |
| Apricots | per lb. | none |
| Apples | " | 16-20 |
| Bananas | " | 5-6 |
| Figs | per doz. | none |
| Grapes | per lb. | none |
| Lemons | each | 5-6 |
| Lichees | per lb. | none |
| Mangoes | each | none |
| Oranges | per lbs. | 8-10 |
| Peaches | per lb. | none |
| Pears | " | 10-12 |
| Persimmons | " | none |
| Peeboes | " | none |
| Plums | " | none |
| Pumeloes | each | 15-20 |
| Pineapples | | none |
| Strawberries | per lb. | none |
| Walnuts | per lb. | 12-14 |
| **Vegetables** | | |
| Artichokes | per lb. | 3-4 |
| Asparagus | per doz. | none |
| Bread Beans | per lb. | 8-10 |
| Beetroot | per bunch | 2-3 |
| Bamboo Shoots | per lb. | none |
| Cabbage | each | 4-6 |
| Carrots | per bunch | 2-3 |
| Cauliflower | each | 10-20 |
| Celery | per bunch | 8-10 |
| Egg Plant | per lb. | 8-10 |
| French Beans | " | 16-20 |
| Green Corn | each | none |
| Leeks | per bunch | 2-3 |
| Mushrooms | per lb. | none |
| Onions | per lb. | 8-10 |
| Parsnips | per bunch | 6-8 |
| Peas | per lb. | none |
| Potatoes | per picul | $3.20-$3.8 |
| Spinach | per lb. | 3-4 |
| Tomatoes | " | 6-8 |
| Turnips | per bunch | 1-2 |
| **Grain And Flour** | | |
| Flour, American | 50 lbs. | $4.50 |
| Flour, Australian | " | $3.80 |
| Flour, Shanghai | " | $2.60 |
| Rice | 200 per lbs. | $8.00 |
| **Milk** | | |
| Foreign dairies | per bottle | 20 |
| Chinese dairies | " | 17 |
| **Fuel** | | |
| House Coal | per ton | Tls. 18.50 |
| Stove Coal | " | Tls. 22.00 |
| Firewood | per 50 bundles | $1.00 |
| **Laundry** | | |
| Per 100 articles | | $3.00-$4.00 |

E. KILNER,
Chief Inspector.

## Banque Industrielle de Chine

| | |
|---|---|
| Capital authorised | Frs. 250,000,000 |
| Capital subscribed | " 150,000,000 |
| Capital paid up.... | " 75,000,000 |
| Reserve ..... | " 30,000,000 |

One third of the Capital i. e. Frs. 50,000,000 subscribed by

THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic January 11th, 1913.

President: Andre Berthelot
General Manager: A. J. Perno

HEAD OFFICE:
74 Rue Saint Lazare, Paris

BRANCHES:
Marseilles, Peking, Tientsin, Hankow, Shanghai, Vladivostock, Hongkong, Canton, Foochow, Yunnan Saigon, Haiphong, Swatow and Yokohama.

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., Lond
In France: Societe Generale pour favoriser le Developement Commerce & de l'Industrie France.
In Italy: Banca Commerciale Italiana—Credito Italiano.
In New York: Messrs. Redmond Co., New York.

**Taels, Dollars, Gold Accounts**

Interest allowed on current accounts in Gold or local currency and fixed deposits on application.

Every description of Banking exchange business transacted Savings accounts in Gold and local currency.

G. LION,
Manager

## Yokohama Specie Bank Limited

(Established 1880.)

*Head Office:* Yokohama Japan

| | Yen |
|---|---|
| Capital Subscribed | 100,000,000 |
| " Paid up | 61,000,000 |
| Reserve Fund .... | Y.28,000,000 |

*London Bankers:*
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

*Branches and Agencies*

| | | |
|---|---|---|
| Batavia | Los Angeles | S. Francisco |
| Bombay | London | Seattle |
| Buenos Ayres | Lyons | Shanghai |
| Calcutta | Manila | Shimonoseki |
| Chunchun | Mukden | Singapore |
| Dairy | Nagasaki | Sourabaya |
| Hankow | Newchwang | Sydney |
| Harbin | New York | Tientsin |
| Hongkong | Osaka | Tokio |
| Honolulu | Peking | Tsinanfu |
| Kaiyuen | Rangoon | Tsingtao |
| Kobe | Rio de Janeiro | Vladivostock |

*SHANGHAI BRANCH*

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

# -:- Financial And Commercial News -:-

## Stock Exchange
**Transactions**

Shanghai, February 7, 1920.
**OFFICIAL**
Chinese Eng. & Mining "B" Tls. 16.50
**UNOFFICIAL**
S.M.C. 6% debs. 1902 Tls. 90.00
S. & H. Wharf Tls. 120.00
Eutes Tls. 0.40
Batu Anam Tls. 0.50

## Shanghai Produce & Stock Exchange
**Transactions**

Shanghai, February 7, 1920.
Yangtszepoo Cotton Mill Tls. 32.00 Mar. 33.90 Apr.
Jap.-China S. & W. Co. Tls. 53.50 Feb. 56.30 Mar. Tls. 58.30 April
Shanghai P. & S. Exchange Tls. 74.20 Feb. 78.80 Mar. Tls. 81.60 April
**LOCAL YARN:**
Local Yarn For Standard 16's Tls. 190.00 Feb. 200.00 June
Local Yarn For Standard 20's Tls. 217.50 Mar. 220.00 June Tls. 221.00 July
Water Moon 16/20's Tls. 203.40 Feb. 210.50 Mar. Tls. 213.00 Apr. 214.50 May Tls. 215.00 June
**COTTON:**
Tung Chow Cotton. Tls. 33.20 Apr. 33.30 May Tls. 34.00 June

## Cotton Market

Messrs. J. Spunt and Co. write as follows in their report dated February 7:

China Cotton.—Our market may be set down as having been dullish throughout the week under review, and whatever business was effected was limited to purchases made by a few of the local Mills, the market presenting for the greater part an uncertain appearance with alternative spells of strength and weakness. There appeared to be support whenever the tone showed any weakening tendency, whereas any improvement encouraged more offerings, so that the range of fluctuations was kept within narrow limits. However, the steadiness in the rates displayed by the market is interpreted by many as an indication of the inherent strength of the interior marts, while others contend that those believing in higher prices are making no efforts to force matters at this early stage of the season and are satisfied to bide their time until after the China New Year Holidays, at which time a better demand is expected for the local staple. Tone of the market, Steady.

## PARIS EXCHANGE
*(French Wireless Service)*

Paris, February 7.—Exchange quotations:

| | |
|---|---|
| London | 48.54 |
| New York | 14.50 |
| Belgium | 100.75 |
| Spain | 202.50 |
| Italy | 77.50 |
| Rumania | 23 |
| Switzerland | 240 |
| French War Loans: | |
| 3 percent | 68.65 |
| 4 percent 1917 | 71.50 |
| 4 percent 1918 | 71.20 |
| 5 percent | 87.55 |


**The China Mutual Life Insurance Co., Ltd.**

A PEACE RISK.
Who is carrying your death risk?
Is it your family,
or
A Life Assurance Office?
Why not let the China Mutual carry it?
HEAD OFFICE:
10 Canton Road, Shanghai.


## Rubber Outputs

| | Dec. | Jan. |
|---|---|---|
| Alma | 33,000 | 30,000 |
| Amherst | 4,598 | 4,393 |
| Anglo-Dutch | 102,900 | 88,300 |
| Anglo-Java | 226,400 | |
| Ayer Tawah | 30,017 | 31,718 |
| Batu Anam | 25,960 | 29,200 |
| Bukit Toh-Alang | 24,205 | 22,377 |
| Bute | 21,200 | |
| Chempedak | 16,000 | 15,000 |
| Chemor | 26,819 | 27,203 |
| Cheng | 20,895 | 20,650 |
| Consolidated | 59,883 | |
| Lominion | 44,592 | 46,201 |
| Gula Kalumpong | 153,500 | 157,000 |
| Java Consolidated | 87,200 | |
| Kamunting | 28,507 | |
| Kapala | 16,142 | |
| Kapayang | — | — |
| Karan | 13,300 | |
| Kota Bahros | 41,213 | 43,480 |
| Kroewoek | 52,000 | |
| Langkat | 66,381 | 63,806 |
| Padang | 18,000 | |
| Permata | 7,838 | |
| Pengkalan | 19,950 | |
| Repah | 18,000 | |
| Samagaga | 25,000 | 25,030 |
| Semambu | 10,721 | 21,953 |
| Senawang | 16,562 | 14,557 |
| See Kee | — | — |
| Shanghai-Seremban | 16,925 | 17,000 |
| Shanghai-Kelantan | 13,748 | 20,000 |
| Shanghai-Pahang | 11,829 | 19,118 |
| Shanghai-Klebang | 11,927 | 12,100 |
| Shanghai-Sumatra | 55,680 | |
| Sua Manggis | — | — |
| Sungala | 14,664 | 16,359 |
| Sungei Duri | 32,679 | 32,544 |
| Taiping | 10,301 | |
| Tanah Merah | 35,000 | — |
| Tebong | 83,000 | 84,850 |
| Ulobri | 5,487 | 5,300 |
| Ziangbe | 81,000 | |

## Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated February 6:

During the past week the tone of the local Share Market has very little changed. The volume of both cash and forward business has been small and rates close easier in all classes of stock.

Little improvement can be looked for until after the Chinese New Year.

## Hankow Market

Hankow, February 28, 1920.
**Finance and Money Market**

Few Bills were offering during the week, owing to the rise in rates. There was also very little demand for T.T. Taels T.T. on Shanghai hardened to 96.85 and closed firm with Foreign Banks unwilling sellers. Dollars, Chinese market rose to 70.7-70.9 buyers and sellers respectively, after being 70.55-70.75, on the 23rd, and closed firm. Interest rose from 10 percent to 16 percent. Changsha Exchange.—Nominal.

**IMPORTS**

Piece Goods:—The market remains about the same as last week. Nothing new to report.

Yarn:—The market still remains dull and clearances poor.

**EXPORTS**

The market for all produce remains quiet. Antimony, no cargo obtainable.


**ASTOR HOUSE HOTEL**
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Fifty Bedrooms with private Baths and Toilets.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.


## Silk Market

In their report dated February 5, Messrs. William Little and Co. write as follows:

White Silk.—As might be expected our market has ruled quiet in view of the position here and the further big advance in exchange. Such transactions as are reported record still higher prices.

Tsatlee Filatures.—Pegasus 1, 2, 3, Tls. 920 av. Buffalo A.B.C. Tls. 920 av. Other markets rule quiet but firm.

## FOREIGN BUSINESS NOTES

London, January 1.—Representatives of an American financial syndicate are in Copenhagen trying to establish relations with Danish industrial firms. Their object is to place large sums at the disposal of those firms that local industries may be placed on a more modern footing.

American agents in Holland are purchasing large quantities of German goods, chiefly optical instruments, artistic ceramic ware, embroidery, beads and artisically printed fabrics.

Negotiations are proceeding for forming a Continental timber export company to include all timber firms of Czecho-Slovakia and a group of French, British and Italian merchants interested in the lumber trade.

A union of German plate glass factories has increased the price of all products, including thin raw glass, 20 percent.

Graphite deposits sufficient to meet all Russian requirements has been discovered in Ivervechange district on the River Kureka, a tributary of the Yenissei.

Coal is being supplied to France from Germany at the rate of 3,000 tons daily.

French business firms have opened branches in Prague, Budapest and Bucharest.

The Danish Potato Growers Association has concluded an agreement with the Berlin Central Purchasing Association for the sale of 200,000 additional tons of potatoes.

The Dutch railways are to be electrified.

As a result of efforts to introduce flax growing and linen making on a large scale in the south of Ireland a linen factory is to be erected at Stannes Hill, Cork. Contracts have been signed for free distribution of flaxseed and a guaranteed minimum price a core for flax grow.

## Amusements


**APOLLO THEATRE**
FEBRUARY 11th
**The Jewish Dramatic Operetta Company**
will stage the very interesting Operetta entitled
**"YEKEL DER BALAGULE"**
(Yekel, the Express-Man)
Told in 5 Parts
This is a stage hit which contains the best dances and songs.
DON'T MISS SEEING IT!
Admission $3.00, $2.00 and $1.00
Synopsis of the play may be obtained at the Apollo theatre.

**ISIS THEATRE**
Junction of North Szechuen Road Extension and Jukong Road
PROGRAMME for Sunday, February 8th.
Wm. Fox Presents
**"INFIDELITY"**
A six-part photo play with
THEDA BARA
at her best
PATHE'S LATEST GAZETTE
**"Wiffles in The Alps"**
One-part comedy
Today Matinee
"INFIDELITY" and "HOUDINI"
9th, 10th 11th and 12th Episodes
Monday Programme:
"HOUDINI"
13th, 14th and 15th Episodes

**OLYMPIC THEATRE**
TONIGHT
Complete New Programme
Presenting
LOU TELLEGEN
and
MARY FULLER
in
**"THE LONG TRAIL"**

**OLYMPIC THEATRE**
OPENING-NIGHT MONDAY
on account of the s.s. Venezuela being Delayed
**JULIAN ELTINGE**
Himself and his
**AMERICAN VAUDEVILLE REVUE**
AN ALL-STAR COMPANY, INCLUDING
MR. LEO BEERS
FORD & PRICE
PHYLLIS GORDON
MARJORIE CARVILLE
MISS CLEO GASCOGNE
THE LITTLE JOHNS
MARIONNE
BONNELL & LEE
MARIE SYLVAN
And our bevy of AMERICAN BEAUTY DANCERS
All special scenic and lighting effects.
MUSIC BY THE FAMOUS ELTINGE JAZZ ORCHESTRA
TICKETS BOOKED: For Saturday or Sunday may be exchanged for other performances
Booking at Messrs. S. Moutrie & Co., Ltd.

**Victoria Theatre**
On Thursday, February 12.
The third performance of the
RUSSIAN DRAMA
With assistance of the well-known actress
N. A. TERSKAYA
and the famous actor
M. A. SMOLENSKY
Will stage the sensationally decorated play from the repertoire of the LONDON THEATRE.
**"MISTER WU"**
A play in 3 acts from the life of Englishmen in China.
1st Act
"LOVE OF A CHINESE LADY"
2nd Act
THE FIRM "GREGORY & Com." and Mr. WU
3rd Act
"HISTORY REPEATS ITSELF"
There is specially prepared decoration for the play
**"MR. WU"**
Prices of admission $1, $2, $3.
Booking at Moutrie & Co., 3 Nanking Road.

**TOWA CINEMA**
No. 4 Woochang Road
PROGRAMME
For Tonight, 8theb Fruary
Japanese Drama
and
A Comedy
In Three Reels

**APOLLO THEATRE**
THURSDAY, FEBRUARY 12th, 13th, 14th and 15th
WE PRESENT
**MITCHELL LEWIS IN "CODE OF THE YUKON"**
SELECT DRAMA
SELECT PICTURE
SELECT CAST
A starring, fascinating and mighty play of power and romance. A man who is big enough to take back his wife after she, for no other reason in the world but that she wanted the tinsel of life, has run away with her husband's enemy,

is the kind of a man that lives in the big, open country where God is only judge. It is a gripping tale of life, with heartache and misery followed by joy and understanding.

TO-DAY at 3 p.m. MATINEE
"PROTEA IV" Episodes 4th and 5th and Gipsies Dances and Songs.

TO-NIGHT at 9.15 p.m.
"THE BISHOP'S EMERALDS"
6 part very nice drama and Gipsies' Last Performance

TO-MORROW Monday, February 9th, 10th & 11th
The Final and the most Exciting Episode of the very thrilling Film.
"PROTEA IV" and many other new Films.

*Prices as Usual. Booking at Robinson's.*

**WILLIAM FOX**
PRESENTS
February 8th and 9th
IN A SPECIAL PROGRAMME
AT THE **VICTORIA THEATRE**
R. A. WALSH'S MASTER DRAMA

**"THE HONOR SYSTEM"**
THE GREATEST HUMAN STORY EVER TOLD
IN TEN PARTS
DAZZLING IN ACTION
GORGEOUS IN SCENES
WORLD-WIDE IN APPEAL
MARVELLOUS IN EXECUTION
This sensational cine-melodrama, "The Honor System," which has set all New York talking has had a four months' run at the Lyric Theatre, Broadway and Forty-second Street.
SPECIAL MUSIC. ADMISSION PRICES $1.50 and $1.00
Holder of Special Coupon Tickets Entitled To Use Same By Paying the Difference
*MATINEE TODAY*

**PHILIPPINE NATIONAL BANK**
SOLE OFFICIAL DEPOSITORY OF THE PHILIPPINE GOVERNMENT
RESOURCES PESOS 261,000,000
HEAD OFFICES MANILA
*GROWING IN PRESTIGE & CAPITAL*
BRANCHES 37 BROADWAY. NEW YORK AND THROUGHOUT THE PHILIPPINES
*CHECKING ACCOUNTS*
*SAVINGS ACCOUNTS*
*FIXED DEPOSITS*
*EXCHANGE BOUGHT & SOLD*
*LETTERS OF CREDIT*
*TRAVELLERS CHECKS*
CORRESPONDENTS AT PRINCIPAL CITIES IN THE ORIENT UNITED STATES AND EUROPE
1 The Bund, Shanghai; Tel. C. 2741
J. W. MILLER Manager

**SPECIAL ANNOUNCEMENT**

SINCE the beginning of the year, the TROCADERO has been conducted strictly as a High-Class A La Carte RESTAURANT. Grilled Steaks, Chops, Lobsters, Oysters in every style, in fact, SHORT ORDER SPECIALTIES of every description, cooked in the style for which the TROCADERO is famous, are served at all hours, from 8.30 a.m. till 12 p.m., on the GROUND FLOOR at No. 14, ASTOR ROAD. Parties desiring Special TABLE D'HOTE DINNERS can always be accommodated by giving a few hours notice.

REMEMBER, the Best of Food and Drink can always be had at THE TROCADERO, No. 14, ASTOR ROAD.

Yours for Service,
*JACK RAYNES.*
Tel. North 1664

# GENERAL SHIPPING NEWS

## Vessels Loading

### For River Ports

HANKOW & PORTS.—The Str. wahta, will leave on Sunday ght. For Freight or Passage pply to C.M.S.N. Co.

HANKOW & PORTS.—The o.'s Str. Tachang Maru, Captain Kawamura, will be despatch- from N.K.K. Pootung Wharf Monday, February 9, at about o'clock midnight. For Freight d Passage apply to THE NIS-HIN KISEN KAISHA. No. 16, anton Road.

HANKOW & PORTS.—The r. Kiangyung, Capt. W. McIll-ain, will leave on Monday night. or Freight or Passage apply to M.S.N. Co.

HANKOW & PORTS.—The do-China S. N. Co.'s S.S. nanho, 2,868 Tons, Capt. Jack-n, will sail for the above-men-oned ports from Hunt's Wharf Monday, February 9, at about idnight. For Freight or Pas-ge, apply to JARDINE, MATHE-ON & Co., Ltd., General Manag-s. Telephone Central 241, Ex-nsion for Freight and Passage. utside office Hours. Central 250.

HANKOW & PORTS.—The hina Navigation Co.'s Steamer atang, Captain Williams, will ave from the French Bund on onday, February 9, at about 12 clock midnight. For Freight or assage, apply to BUTTERFIELD SWIRE, Agents French Bund. reight Tel. No. 77, Passage Tel. o. 401.

HANKOW & PORTS.—The do-China S. N. Co.'s S.S. niwo, 2,671 Tons, Captain Smith, ill sail for the above-mentioned orts from Hunt's Wharf on Tues-ay, February 10, at about mid-ight. For Freight or Passage, pply to JARDINE, MATHESON Co., Ltd., General Managers. elephone Central 241. Exten-on to Freight and Passage. Out-de Office Hours Central 250.

PUKOW.—The China Naviga-on Co.'s Steamer Shengking, aptain K. E. Tuebben, will leave om the Watung Wharf on Tues-ay, February 10, at daylight. For reight or Passage, apply to BUT-ERFIELD & SWIRE, Agents rench Bund. Freight Tel. No. 7. Passage Tel. No. 401.

HANKOW & PORTS.—The o's Str. Tafoo Maru, Captain Y. aniguchi, will be despatched rom N.K.K. Pootung Wharf on uesday, February 10, at about 2 o'clock midnight. For Freight nd Passage apply to THE NIS-HIN KISEN KAISHA. No. 16, anton Road.

HANKOW & PORTS.—The hina Navigation Co.'s Steamer Wuchang, Captain Pickard, will eave on Wednesday, February 11, t about 12 o'clock midnight. or Freight apply to BUTTER-IELD & SWIRE, Agents. Tel. o. 77.

HANKOW & PORTS.—The ndo-China S. N. Co.'s S.S. Waishing, 1,864 Tons, Captain Christie, will sail for the above-mentioned ports from Hunt's Wharf on Wednesday, Feb. 11, t about midnight. For Freight r Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extension to Freight and Passage. Outside Office Hours Central 250.

HANKOW & PORTS.—The o.'s Str. Nanyang Maru, Capt. H. Yamasaki, will be despatched rom N.Y.K. Mail Wharf on Wednesday, Feb. 11, at about 2 o'clock midnight. For Freight nd Passage apply to THE NIS-HIN KISEN KAISHA. No. 16 Canton Road.

HANKOW & PORTS.—The Co's Str. Tafoo Maru, Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on Thursday, February 12, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA. No. 16, Canton Road.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kutwo, 2,664 Tons, Captain Gibb, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, February 12, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extension to Freight and Passage. Outside Office Hours Central 250.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckwo, 3,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunt's Wharf on Friday, February 13, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extension to Freight and Passage. Outside Office Hours Central 250.

HANKOW & PORTS.—The Co.'s Str. Suiyang Maru, Captain H. Yamasita, will be despatched from N.K.K. Pootung Wharf on Friday, February 13, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA. No. 16, Canton Road.

### For Southern Ports

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Kwangse, Captain J. R. Shearer, will leave on Sunday, February 8, at 1 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agetns. Tel. No. 77.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain Roberts, will leave Captain A. E. Edward, will leave Monday, February 9, at 4:30 p.m. For Freight or Passage. apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. Kiangteen, Captain Ross, will leave on Tuesday afternoon. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Shantung, Captain Monkman, will leave from the French Bund direct for the above ports on Tuesday, February 10, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

FOOCHOW.—The Str. Hsinchi, Capt. E. Hansen, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG.—The Steamer Canada Maru, Captain S. Nemoto, will be despatched from the Co.'s Yangtszepoo Wharf on February 11. For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4. The Bund. Tel. Central No. 4234 & 4235.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Sinkiang, Captain W. J. Barkus, will leave from the French Bund direct for the above ports on Thursday, February 12, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) Via FOOCHOW & KEELUNG.—The Str. Kohoku Maru, Capt. M. Tsubaki, will be despatched from the Co.'s Y'poo wharf on Feb. 13. For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA No. 4, The Bund. Tel. Central No. 4234 & 4235.

HONGKONG.—The Str. Mexico Maru, Captain K. Kamiya, will be despatched from the Co.'s Y'poo Wharf on MARCH 11th. For Freight and Passage, please apply to The OSAKA SHOSEN KAISHA No. 4, The Bund. Tel. Central No. 4234 and 4235.

### For Northern Ports

CHINWANGTAO direct, taking through cargo for transportation by railway to Tientsin:—The Kailan Mining Administration, will despatch the S.S. Kaiping on February 10, 1920. For Freight or Passage, apply to Agent, 1 Jinkee Road Tel. Central 1114.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Chekiang, Captain H. A. Walker, will leave from the French Bund on Tuesday, February 10, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Shuntien, Captain W. J. French, will leave from the French Bund on Wednesday, February 11, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Tungchow, Captain Harris, will leave from the French Bund on Friday, February 13, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

DAIREN via TSINGTAU.—The Str. Suma Maru, Capt. A. Kawaguchi, will be despatched from the Co.'s Y'poo wharf on February 22 at ——— The steam-launch conveying passengers on board will leave jetty in front of the Nisshin Kisen Kaisha at ——— For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

### For Foreign Ports

EUROPE via Hongkong, Singapore, Colombo, Portsaid, London, Antwerp and Rotterdam.—The Str. Atlas Maru, Captain ——— will be despatched from Shanghai on or about Feb. 11. For Freight apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TACOMA AND SEATTLE CALLING AT VICTORIA B.C., via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Str. Africa Maru, Capt. H. Yamamoto, will be despatched on 1st March. Through Bills of lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma Consular Invoices must accompany overland shipment. For Freight or Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234.

HAMBURG & LONDON, via HONGKONG, SINGAPORE COLOMBO, PORT SAID, MARSEILLES, ANTWERP & ROTTERDAM.—The Steamer Amur Maru, Captain H. Hamada, will be despatched from the Shanghai Wharf about the beginning of MARCH, 1920. For Freight, please apply to The OSAKA SHOSON KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON, Via Singapore, Colombo, Fortsaid, Antwerp, Rotterdam and Hamburg.—The Str. Andes Maru, Captain T. Kamiashi, will be despatched from the Co's No. 9 Buoy on or about the middle of MARCH. For Freight plase apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

### Siccawei Weather Reports

6.—The depression moving NE reached the North of Japan; the center lying South of Hakodate. Pressures moderately high prevail over Mongolia and Northern China. Gradient steep over the sea of Japan, moderate or slight over the coast of China. Weather very cloudy, apparently improving.

7.—Barometer reather high gradually rising. Weather very cloudy, threatening rain.


# C. N. C.
## CHINA NAVIGATION CO., LTD.
YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.
S.S. "WUCHANG" .....sails midnight February 8th.
S.S. "TATUNG" .....sails midnight February 9th
S.S. "LUENYI" .....sails midnight February 10th
Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.
FOR WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).
S.S. "CHEKIANG" .....February 10th, 3 p.m.
S.S. "SHUNTIEN" .....about February 11th, 10 a.m.
FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "SHANTUNG" ..direct February 10th, at daylight.
S.S. "SINKIANG" ....Via Amoy, February 12th, daylight.
Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.
FOR TSINGTAO.
S.S. "YINGCHOW" .....February 14th.
FOR NINGPO.
S.S. "HSIN PEKING" sails at 4.30 p.m. every Monday, Wednesday and Friday.
The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.
For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to
BUTTERFIELD & SWIRE,
Tel. Nos: Agents,
Passengers: Central No. 401. French Bund.
Freight: Central No. 77.



# PACIFIC MAIL S.S.CO
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
SAILINGS FROM SHANGHAI (subject to Change)

| For San Francisco via Kobe, Yokohama and Honolulu | | For Hongkong via Manila | |
|---|---|---|---|
| S.S. Venezuela .... | Feb. 28 | S.S. Venezuela .... | Feb. 8 |
| S.S. Ecuador .... | Mar. 27 | S.S. Ecuador .... | Mar. 6 |
| S.S. Colombia ..... | Apr. 24 | S.S. Colombia .... | Apr. 8 |

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets Interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

CARGO STEAMERS

| | Due at Shanghai about | Leave for San Francisco |
|---|---|---|
| WEST SELENE ..... | February 9 | February 12 |
| ARCHER ..... | February 18 | March 5 |
| WEST MINGO ..... | February 15 | March 15 |
| WEST SEQUANA ..... | February 15 | March 17 |

EAST INDIA SERVICE
SAILINGS FROM MANILA (subject to Change)

| For Saigon, Singapore, Calcutta and Colombo | | For San Francisco via Honolulu | |
|---|---|---|---|
| S.S. Coluss ..... | Mar. 19 | S.S. Santa Cruz .... | Feb. |

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
BALTIMORE SERVICE
Sailings from San Francisco via
Central America, Panama Canal, Puerto Colombia and Havana
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"



# O. S. K.
## OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
*Under Mail Contract with the Imperial Japanese Government*
(Subject to Alteration)
SAILINGS FROM SHANGHAI
FOR EUROPE Hongkong, Singapore, Colombo, Portsaid, Marseilles, London, Antwerp, Rotterdam and Hamburg.

| | Tons | Capt. | Arrive Leave. |
|---|---|---|---|
| *ANDES MARU ..... | 15,000 | T. Kamiashi, | Middle of Mar. |

This steamer will not call at Marseilles.
FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.
AFRICA MARU ..... 18,000 H. Yamamoto, Feb. 29 Mar. 1
FOR HONGKONG
MEXICO MARU ..... 12,000 K. Komiya, Mar. 10 Mar. 11
FOR NORTH CHINA PORTS (Tsingtau and Dairen).
SUMA MARU ..... 2,000 A. Kawaguchi, Feb. 20 Feb. 22
FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).
KOHOKU MARU ..... 5,000 M. Tsubaki, Feb. 11 Feb. 13
*Fully booked for passage.
The Company also runs numerous steamers from Japan to South America, New Orleans, South Africa, Austria, India, Java, China, Korea, Vladivostok, and also between the principal ports in Japan. Through freight booked from Shanghai.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
O.S.K. Yangtszepoo Wharf, Wayside
Tel. Nos. East 208 and 209
Tel. Address: SHOSEN, Shanghai, Tel. Nos. C. 4233, 4234 and 4235.



# T. K. K.
SHANGHAI BRANCH OFFICE
## TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.
FOR SAN FRANCISCO

| | |
|---|---|
| KOREA MARU ..... | February 26 1920 |
| TENYO MARU ..... | March 14 " |

All steamers of this Company are thoroughly modern and up to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance, Deck Dances. Service and Cuisine unexcelled.
Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY and CANADIAN PACIFIC OCEAN SERVICES, LD.
Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.
T. N. ALEXANDER, Manager.
North China Insurance Co.'s Buildings
Telephone No. 3229.



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INCORPORATED
Operating Far Eastern Service for account of United States Shipping Board.

| FROM SAN FRANCISCO: | | FOR SAN FRANCISCO: | |
|---|---|---|---|
| S.S. Colorado Springs | | S.S. Hathaway | Feb. 15 |
| S.S. West Cactus | Feb. 25 | S.S. Colorado Springs | Mar. 11 |
| | | S.S. West Cactus | Mar. 28 |
| FROM SEATTLE: | | FOR SEATTLE: | |
| S.S. West Jena | in port | S.S. West Ivis | Feb. 23 |
| S.S. West Ison | Feb. 15 | | |

FLEET
"West Cactus," "West Cajoot," "West Helix," "West Henshaw," "West Ison," "West Segovia," "West Islip," "Western Glen," "Bakersfield," "Devolente," "Editor," "Stanley," "Vinita," "Brave Couer," "Hathaway," "Elkhorn," "West Ivis," "Irmo," "Deuel," "Colorado Springs," "Derbyline," "West Jena."
Through bills of lading issued to all overland points in United States and Canada.
Shanghai Office, No. 7 Jinkee Road, Telephone Central 2557
L. EVERETT, Vice Pres. J. S. EMENS, Agent.



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(Companies incorporated in England)
FOR MARSEILLES AND LONDON
via HONGKONG, STRAITS, CEYLON, EGYPT
S.S. "SOMALI" sailing about 9th February
S.S. "NAGOYA" 12th February
S.S. "KASHMIR" 6th March
S.S. "BANCA" (cargo only) 12th March
FOR BOMBAY via STRAITS AND COLOMBO
S.S. "DILWARA" 12th February
FOR CALCUTTA via JAPAN
S.S. "TAKADA" 11th February
S.S. "ARRATOON APCAR" 21st February
FOR SYDNEY from HONGKONG
S.S. "EASTERN" 28th February
P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Steamers and sailing dates are liable to be altered or cancelled without notice.
For particulars regarding Freight or Passage, apply to
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AGENTS
24] The Bund, Shanghai
Telephones: Central 169 & 2069



# THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE
FOR SEATTLE
S.S. "CROSS KEYS" ..... Sails About MAR. 1
S.S. "WHEATLAND MONTANA" ..... Sails About MAR. 8
FOR PORTLAND
S.S. "MONTAGUE" ..... Sails About MAR. 1
S.S. "ABERCOS" ..... Sails About MAR. 20
FOR NEW ORLEANS
S.S. "ASKAWAKE" ..... Early March
Through Bills of Lading issued to all United States and Canadian Overland Points.
FOR FREIGHT AND PARTICULARS APPLY TO
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53 SZECHUEN ROAD.
JOHN J. GORMAN, GENERAL AGENT
FRED C. CHARMAN AGENT.
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Telephone, Central 1471



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Fast Passenger Service, Regular Sailings for
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taking cargo on through Bill of Lading to
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*Next sailings:—*
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*S.S. "PILSNA" about end of March
* Carrying Passengers.
DODWELL & CO., LTD.
AGENTS
Union Building Telephone, Central 1693



# BARBER STEAMSHIP LINES, INC.
NEW YORK & BOSTON
VIA PANAMA
S.S. "CAPE MAY" ..... Sails February 8
S.S. "HATCHIE" ..... March 10
S.S. "WESTERN CROSS" ..... March 25
Operated for Account of U. S. Shipping Board
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26779



CP OS
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| Emp. Russia | Mar. 13 | *Emp. Russia | Feb. 10 |
| Monteagle | Mar. 27 | Emp. Asia | Mar. 8 |
| Emp. of Japan | Apr. 1 | †Monteagle | Mar. 11 |
| Emp. of Asia | Apr. 10 | | |

*Via Manila
† To Hongkong direct.
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Frequent sailings to Liverpool and Glasgow. Fast luxurious Empress of France. Special suites and rooms with bath.
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| Telephone Central 181 | Telephone Central 182 |

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Furniture and Curios Packed for Shipment by Expert Packers
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Passengers and Freight
S.S. "NANKING"
(15,000 TONS)
S.S. "NILE" (14,000 TONS)
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(SUBJECT TO CHANGE)
SAILINGS FROM SHANGHAI FOR
FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU
S.S. "NILE" ..... MARCH 5th
S.S. "NANKING" ..... MARCH 26th
*S.S. "NANKING" does not call at NAGASAKI
FOR HONGKONG DIRECT
S.S. "NILE" ..... FEB. 21st
S.S. "NANKING" ..... MAR. 13th
For further information regarding passenger fares, sailings, freight rates, etc., apply to
J. P. WILLIAMS, AGENT.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773 Cable Address: "CHIMAIL"

# SHIPPING


# N.Y.K.

## NIPPON YUSEN KAISHA

**(Japan Mail Steamship Co.)**

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

**EUROPEAN LINE MAIL SERVICE.**

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles and London:—

| | Tons | | |
|---|---|---|---|
| IYO MARU | 12,500 | Capt. S. Murazumi, | Feb. 16 |
| ATSUTA | 16,000 | Capt. T. Sekine, | Mar. 1 |

**EUROPEAN LINE CARGO SERVICE.**

For Portsaid, London, Antwerp, Rotterdam and Hamburg via ports:

For Portsaid, Marseilles and Liverpool, via ports.

| | | | |
|---|---|---|---|
| CALCUTTA MARU | 12,000 | Capt. E. Masuzumi, | Feb. 29 |

**AMERICAN LINE**

For Nagasaki, Kobe, Yokohama, Victoria, and Seattle:—

| | | | |
|---|---|---|---|
| KASHIMA MARU | 19,000 | Capt. M. Machida, | Mar. 2 |
| FUSHIMI MARU | 21,000 | Capt. T. Irisawa, | Mar. 22 |

**NEW YORK VIA PANAMA**

| | | | |
|---|---|---|---|
| TOTTORI MARU | 13,500 | Capt. M. Taniguchi, | Feb. 19 |

**SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)**

| | | | |
|---|---|---|---|
| WAKANOURA M. | 5,500 | Capt. K. Tsukada, | Feb. 10 |
| YAMASHIRO MARU | 7,000 | Capt. T. Terada, | Feb. 18 |
| CHIKUGO MARU | 5,000 | Capt. Y. Yoshida, | Feb. 20 |

**FOR JAPAN**

| | | | |
|---|---|---|---|
| KAGA MARU | 12,500 | Capt. N. Segawa, | Feb. 23 |

**SHANGHAI, MOJI, KOBE AND OSAKA LINE (Via Moji).**

| | | | |
|---|---|---|---|
| KOKURA MARU | 5,000 | Capt. S. Ito, | Feb. 7 |
| TAKESHIMA MARU | 4,500 | Capt. K. Kobayashi, | Feb. 11 |
| YAWATA MARU | 7,000 | Capt. G. Shinomiya, | Feb. 14 |
| OMI MARU | 7,000 | Capt. M. Yamasaki, | Feb. 18 |

**FOR HONGKONG**

| | | | |
|---|---|---|---|
| KATORI MARU | 19,000 | Capt. E. Tozawa, | Mar. 29 |

**FOR MANILA AND HONGKONG**

| | | | |
|---|---|---|---|
| FUSHIMI MARU | 21,000 | Capt. T. Irisawa, | Feb. 24 |

**AUSTRALIAN LINE (Sailing From Hongkong).**

Regular Four-Weekly Service between Japan ports and Australia (calling at Manila).

| | | | |
|---|---|---|---|
| AKI MARU | 12,500 | Capt. S. Shibata, | Feb. 18 |
| TANGO MARU | 14,000 | Capt. M. Nishimura, | Mar. 24 |
| NIKKO MARU | 10,000 | Capt. G. Yamasaki, | April 21 |

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

I. MATSUDAIRA, Manager, Nippon Yusen Kaisha,

Tel. Address: Yusen, Shanghai.


# THE CHINA PRESS MAIL SCHEDULE

SUNDAY, FEBRUARY 8, 1920

| Date and Destination | Per | Chl. | Br. | USA | Rus. | Jap. | Reg |
|---|---|---|---|---|---|---|---|
| **TODAY** | | | | | | | |
| River Ports | Train & Str | 21.00 | .. | .. | .. | .. | 21.00 |
| Japan, via Kobe | Shidzuoka M. | 17.00 | .. | .. | .. | .. | 16.30 |
| Hongkong and Canton | Kwangse | 12.00 | .. | .. | .. | .. | 11.30 |
| **TOMORROW** | | | | | | | |
| Chefoo and Tientsin | Wosang | .. | 17.00 | .. | .. | .. | .. |
| H'kong, S. Ports, Straits, Ceylon, India & Europe Via Suez | Somali | .. | A11.00 | .. | .. | .. | 10.30 |
| Chefoo | Wosang | 21.00 | .. | .. | .. | .. | 21.00 |
| S'tow, H'kong & C'ton | Kwongsang | 21.00 | .. | .. | .. | .. | 21.00 |
| Swatow and Hongkong | do | .. | 17.00 | .. | .. | .. | .. |
| H'kong, S. Ports, Straits & Europe via Suez | Somali | 11.00 | .. | .. | .. | .. | 10.30 |
| Vladivostok, Russia and Siberia | Via P. & H. | 17.00 | .. | .. | .. | .. | 17.00 |
| River Ports | Train & Str. | 21.00 | .. | .. | .. | .. | 21.00 |
| Manila and Hongkong | Venezuela | .. | 12.00 | .. | .. | .. | .. |
| Foochow | Hsinchi | 21.00 | .. | .. | .. | .. | 21.00 |
| Hongkong and Canton | Shantung | 21.00 | .. | .. | .. | .. | 21.00 |
| Hongkong | do | .. | 17.00 | .. | .. | .. | .. |
| Australia, via Hongkong | do | .. | 17.00 | .. | .. | .. | 21.00 |
| Japan Ports | W'noura M. | 19.00 | .. | .. | .. | .. | 18.30 |
| Manila Direct | Venezuela | 11.00 | .. | .. | .. | .. | 10.30 |
| Manila direct | E. of Russia | 17.00 | .. | .. | .. | .. | 16.30 |
| Manila and Hongkong | do | .. | 17.00 | .. | .. | .. | .. |
| Foochow | Hsinchi | .. | 17.00 | .. | .. | .. | .. |
| Vlad'tok and Siberia via Pukow & Harbin (Daily expect Sunday) | Train | | | | | | |
| Ningpo | Hsin Peking | .. | 15.00 | .. | 17.00 | .. | 17.00 |
| Tientsin | Train | .. | 17.00 | .. | .. | .. | .. |
| Hankow | Train | .. | 17.00 | .. | .. | .. | .. |
| Vladivostok | Train | .. | 17.00 | .. | .. | .. | .. |
| **Tuesday, February 10.** | | | | | | | |
| Weihaiwei and Chefoo | Chekiang | 14.00 | .. | .. | .. | .. | .. |
| W'wei, C'foo & T'tsin | do | .. | 14.00 | .. | .. | .. | 13.30 |
| Japan Ports | T'shima M. | 19.00 | .. | .. | .. | .. | .. |
| Vladivostok, Russia and Siberia | Via P. & H. | 17.00 | .. | .. | .. | .. | 18.30 |
| River Ports | Train & Str. | 21.00 | .. | .. | .. | .. | 17.00 |
| **Wednesday, February 11.** | | | | | | | 21.00 |
| W'wei, C'foo, and T'tsin | Shuntien | .. | 9.00 | .. | .. | .. | .. |
| Weihaiwei and Chefoo | Shuntien | 9.00 | .. | .. | .. | .. | .. |
| Amoy, H'kong & C'ton | Sinkiang | 21.00 | .. | .. | .. | .. | 8.30 |
| Amoy and Hongkong | do | .. | 17.00 | .. | .. | .. | 21.00 |
| **Thursday, February 12.** | | | | | | | |
| H'kong, S. Ports, Straits, & Europe via Suez | Nagoya | 16.00 | .. | .. | .. | .. | 15.30 |
| **Saturday, February 14** | | | | | | | |
| France, etc. | *Porthos | | | | | | |

†Correspondence marked via Suez.

*Ordinary and registered articles will close at the French Post Office at 5 p.m. and parcel posts at noon on previous day.

A Parcels at 10:30 a.m.

B Letters and boxes with declared value 7.30; parcel post 5 p.m. and money orders 4 p.m.

E Registered articles 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train

b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 1 hour 35 minutes later than those closed for the previous night's train.

# MEN OF WAR IN PORT

| Section | Date | Name | Flag and Rating |
|---|---|---|---|
| M. M. B. | Nov. 11 | D'Estrees | Fr. cruiser |
| B N B | Jan. 18 | Kinsha | Br. gun-boat |
| S'chow creek | Oct. 29 | M. A. S. 226 | Ital. sub-chaser |
| S'chow creek | Oct. 29 | M. A. S. 227 | Ital. sub-chaser |
| 2 C. | Jan. 22 | Quiros | Am. gun-boat |
| 10-P. | Jan. 10 | Saga | Jan. gun-boat |
| O. D. W. | Jan. 12 | Scarab | Br. gun-boat |


**Large Display Advertisements**

intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday


## Singapore Rubber Auction

Singapore, January 21 and 22, 1920.—Following were the prices realised at the Auction this week:

| Sheet: | Singapore per lb. |
|---|---|
| S'pore Standard Ribbed | @ 112½/110 |
| Off Quality Ribbed | „ 109½/102½ |
| Smoked Fine Plain | Nil |
| Unsmoked Fine Ribbed | „ Nil |
| Unsmoked Good Ribbed | „ Nil |
| Unsmoked Fine Plain | „ Nil |
| Unsmoked Good plain | „ 97½ |
| Singapore Standard 1st Latex | „ 112/109½ |
| Off Color Latex | „ 109/103½ |
| Good Pale Blanket | „ Nil |
| Fine Brown | „ 103½/98 |
| Good Brown | „ 97½/95½ |
| Good Dark | „ 95½/90 |
| Barky | „ 82/79 |
| Scrap: | |
| Virgin & Pressed | „ 80/78 |
| Loose | „ 75/41 |
| Sheet: | |
| Cupwashing | „ 92½/88½ |

Catalogued for Sale 1,866,980 lbs. (about 833 tons).

Sold 1,228,686 lbs. (about 548 tons).

The spot market has remained very steady since our last issue, but dealers are still handicapped by the delay in cable deliveries from London and New York. A large number of buyers were interested at the auction this week and a market was established right at the commencement, this remaining steady throughout the sales.

Singapore Standard Ribbed Smoked Sheet realised up to 112½ cents in the morning and this price was well maintained. The market for Off-quality sheet was rather weak, very few buyers being interested and their ideas being about 1 cent weaker than last week.

Singapore Standard 1st Latex Crepe was well competed for by a few buyers and realised from 109½-112 cents. Off-color Latex found a number of buyers at fair prices.

Fine Brown Crepe met with a very keen demand and realised from 98-103½ cents, 3 lots selling for 104.

Dark Crepe was in excellent demand and shows an advance of 5 cents on the week, whereas Barky Crepe sold at last week's prices.

At the continuation this morning there was no change, Standard Sheet showing an advance of a half cent and 1st Latex of 1½ cents on the week.

The tendency of the market is steady to firm.

Meyer and Measor.

## Sailed from Shanghai

**For San Francisco**

| | |
|---|---|
| Ecuador | Jan. 5 |
| Shabonee | Jan. 9 |
| Acme | Jan. 14 |
| Shinyo Maru | Jan. 18 |
| Nanking | Jan. 20 |
| West Conab | Jan. 21 |
| Colombia | Feb. 1 |
| West Hepburn | Feb. 3 |
| Satanta | Feb. 7 |

**For Tacoma**

| | |
|---|---|
| Manila Maru | Jan. 23 |

**For Seattle**

| | |
|---|---|
| Eldridge | Jan. 4 |
| Brave Couer | Jan. 4 |
| Katori Maru | Jan. 22 |
| Edmore | Jan. 28 |
| Eastern Victor | Jan. 30 |

**For Portland**

| | |
|---|---|
| Waban | Jan. 25 |
| Wawalona | Jan. 25 |

**For New York**

| | |
|---|---|
| Kinght Templar | Jan. 5 |
| Tokushima Maru | Jan. 4 |
| Atreus | Jan. 24 |
| Celtic Prince | Jan. 24 |
| Egremont Castle | Jan. 29 |

**For Vancouver**

| | |
|---|---|
| Methven | Jan. 7 |
| Harold Dollar | Jan. 7 |
| Monteagle | Jan. 21 |
| Empress of Asia | Jan. 24 |
| M. S. Dollar | Jan. 25 |
| Empress of Japan | Jan. 30 |

**For Montreal**

| | |
|---|---|
| Bessie Dollar | Jan. 28 |

**For London etc.**

| | |
|---|---|
| Kitano Maru | Jan. 5 |
| Borneo Maru | Jan. 11 |
| Teiresias | Jan. 19 |
| Inaba Maru | Jan. 22 |
| Glenspey | Jan. 26 |
| St. Francis | Feb. 3 |
| Agapenor | Feb. 4 |
| Kamo Maru | Feb. 7 |

**For Liverpool**

| | |
|---|---|
| Tydeus | Jan. 4 |
| Penang Maru | Jan. 14 |
| Telamon | Jan. 18 |
| Orestes | Jan. 28 |

**For Rotterdam**

| | |
|---|---|
| Sagoland | Jan. 9 |

**For Hamburg**

| | |
|---|---|
| Hudson Maru | Feb. 3 |

**For Genoa**

| | |
|---|---|
| Hwahyih | Jan. 2 |
| Brodliffe | Jan. 7 |
| Glenamoy | Feb. 1 |

**For Marseilles**

| | |
|---|---|
| Heathside | Jan. 13 |
| Alfenas | Jan. 29 |
| Meinam | Jan. 30 |

**For Trieste**

| | |
|---|---|
| Nijni Novgorod | Jan. 28 |
| Africa | Jan. 29 |

**For Port said**

| | |
|---|---|
| Arabien | Jan. 1 |

**For Bombay**

| | |
|---|---|
| Danera | Jan. 10 |
| Sangola | Jan. 31 |

**For Calcutta**

| | |
|---|---|
| Gregory Apcar | Jan. 13 |
| Muttra | Jan. 31 |

**For Java ports**

| | |
|---|---|
| Tjisalak | Jan. 26 |

# VESSELS IN HARBOR AND AT WOOSUNG

| Date | From | Ship's Name | Flag | Agents |
|---|---|---|---|---|
| Dec. 2 | Japan | Taiho Maru | Jap. | |
| Dec. 2 | | Meichuen | Am. | Socony |
| Dec. 4 | River ports | Lingyun | Chi. | S.P.S.N. Co. |
| Dec. 6 | Chinwangtao | Indigirka | | |
| Dec. 16 | Hankow | Meitan | | |
| Dec. 20 | | Chinchong | Am. | Socony. |
| Dec. 25 | | Kanling | Chi. | S.P.S.N. Co. |
| Dec. 25 | | Newchow | Chi. | |
| Dec. 31 | | Hangtok | Chi. | |
| Jan. 7 | | Teli | Chi. | |
| Jan. 10 | | Toonan | Br. | M. M. & Co. |
| Jan. 15 | | Meihu | Am. | Socony. |
| Jan. 16 | Foochow | Feiching | Chi. | C.M.S.N. Co. |
| Jan. 21 | Japan | Kifune Maru | Jap. | M.B.K. |
| Jan. 22 | Marseilles, ports | Scharnhorst | Fr. | M. M. Cie |
| Jan. 24 | | Saintan | | |
| Jan. 26 | Wuhu | Yungshin | Chi. | N.S.S.N. Co. |
| Jan. 26 | San Francisco | Tancred | Am. | Dollar Co. |
| Jan. 29 | Japan | Ariosto | Br. | B. & S. |
| Jan. 30 | Liverpool | Polyphemus | Br. | B. & S. |
| Feb. 1 | Cruise | Liuhsing | Chi. | Customs |
| Feb. 1 | Hankow | Tayeun Maru | Jap. | N. K. K. |
| Feb. 2 | | Tver | Rus. | S. H. & Co. |
| Feb. 3 | Liverpool, ports | Elpenor | Br. | B. & S. |
| Feb. 3 | Seattle | West Jena | Am. | S. & Dix |
| Feb. 3 | New York | Muncaster Castle | Br. | Dod. & Co. |
| Feb. 3 | Japan | Orestes | Br. | B. & S. |
| Feb. 4 | London | Glenariffe | Br. | G. I. E. A |
| Feb. 4 | Chinwangtao | Upolu | Br. | N.S.S.N Co. |
| Feb. 4 | Japan | Masaki Maru | Jap. | M.S.K. |
| Feb. 4 | Foochow | Wanli | Chi. | S.P.S.N. Co. |
| Feb. 4 | Chinwangtao | Chihli | Br. | B. & S. |
| Feb. 4 | Singapore | Grace Dollar | Br. | Dollar Co. |
| Feb. 5 | Cruise | Store Nordiske | Dan. | G.N.T. Co. |
| Feb. 5 | Hankow | Hanping | Chi. | H. Y. P. |
| Feb. 6 | Chinwangtao | Mingshun | Chi. | S.P.S.N. Co. |
| Feb. 6 | Japan | Taigen Maru | Jap. | M.S.K. |
| Feb. 6 | Foochow | Hainchi | Chi. | C.M.S.N. Co |
| Feb. 6 | River ports | Tungting | Br. | B. & S. |
| Feb. 6 | River ports | Siangyang Maru | Jap. | N.K.K. |
| Feb. 6 | Hongkong | Wingsang | Br. | J.M. & Co. |
| Feb. 6 | Hongkong | Kwangse | Br. | M. & S. |
| Feb. 6 | Bombay | Dilwara | Br. | M. M. & Co. |
| Feb. 7 | Hongkong | Kwongsang | Br. | J. M. & Co. |
| Feb. 7 | Japan | Mikawa Maru | Jap. | M.B.K. |
| Feb. 7 | Seattle, ports | Kashima Maru | Jap. | N.Y.K. |
| Feb. 7 | Japan | Somali | Br. | M.M. & Co. |
| Feb. 7 | Hongkong | Suwa Maru | Jap. | N. Y. K. |
| Feb. 7 | Chinwangtao | Kaiping | Br. | K.M.A. |
| Feb. 7 | Liverpool, ports | Hyson | Br. | B. & S. |
| Feb. 7 | Amoy | Irene | Chi. | C.M.S.N. Co |
| Feb. 7 | Ningpo | Meinan | Am. | Socony. |
| Feb. 7 | River ports | Hwahta | Chi. | C.M.S.N. Co. |
| Feb. 7 | Chefoo | Shengking | Br. | B. & S. |
| Feb. 7 | Japan | Wakanoura M. | Jap. | N.Y.K. |
| Feb. 7 | Japan | Kokura Maru | Jap. | N.Y.K. |
| Feb. 7 | London, ports | Shidzuoka Maru | Jap. | N.Y.K. |
| Feb. 7 | Japan | Shinpo Maru | Jap. | |
| Feb. 7 | Swatow | Wosang | Br. | J.M. & Co. |

# Departures

| Date | For | Ship's Name | Flag | Agents |
|---|---|---|---|---|
| Feb. 7 | River ports | Loongwo | Br. | J.M. & Co. |
| Feb. 7 | River ports | Yohyang Maru | Jap. | N. K. K. |
| Feb. 7 | Wakamatsu | Kibo Maru | Jap. | Y. & Co. |
| Feb. 7 | Cruise | Chuentiao | Chi. | Customs |
| Feb. 7 | Takao | Sakurajima M. | Jap. | M. S. K. |
| Feb. 7 | London | Toyama Maru | Jap. | N. Y. K. |
| Feb. 7 | London | Kamo Maru | Jap. | N.Y.K. |
| Feb. 7 | Tsingtau | Mikuni Maru | Jap. | H.H. Co. |
| Feb. 7 | Tsingtau | Kenkyu Maru | Jap | M.B.K. |
| Feb. 7 | Japan | Takaosan Maru | Jap. | M.B.K. |
| Feb. 7 | Dairen | Shawhsing | Chi. | N.S.S.N. Co. |
| Feb. 7 | Ningpo | Klangteen | Chi. | C.M.S.N Co |

# Arrivals

| Date | From | Ships Name | Flag | Agents |
|---|---|---|---|---|
| Feb. 7 | Ningpo | Klangteen | Chi. | C.M.S.N. Co. |
| Feb. 7 | Hongkong | Kwongsang | Br. | J.M. & Co. |
| Feb. 7 | Japan | Mikawa Maru | Jap. | M.B.K. |
| Feb. 7 | Seattle, ports | Kashima Maru | Jap. | N.Y.K. |
| Feb. 7 | Japan | Somali | Br. | M.M. & Co. |
| Feb. 7 | Hongkong | Suwa Maru | Jap. | N. Y. K. |
| Feb. 7 | Chinwangtao | Kaiping | Br. | K.M.A. |
| Feb. 7 | Liverpool, ports | Hyson | Br. | B. & S. |
| Feb. 7 | Amoy | Irene | Chi. | C.M.S.N. Co |
| Feb. 7 | Ningpo | Meinan | Am. | Socony. |
| Feb. 7 | River ports | Hwahta | Chi. | C.M.S.N. Co. |
| Feb. 7 | Chefoo | Shengking | Br. | B. & S. |
| Feb. 7 | Japan | Wakanoura M. | Jap. | N.Y.K. |
| Feb. 7 | Japan | Kokura Maru | Jap. | N.Y.K. |
| Feb. 7 | London, ports | Shidzuoka Maru | Jap. | N.Y.K. |
| Feb. 7 | Japan | Shinpo Maru | Jap. | |
| Feb. 7 | Swatow | Wosang | Br. | J.M. & Co. |

## Shipping Items

The I-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The I-C. s.s. Kingsing is due in Shanghai from Tientsin next Wednesday.

The I-C. s.s. Waishing is due in Shanghai from Wuhu today.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.N. s.s. Shantung left Pukow for Shanghai yesterday.

The Blue Funnel s.s. Knight of the Garter from Liverpool, left Hongkong for Shanghai on Wednesday.

The B.I. s.s. Takada from Calcutta, is expected to leave Hongkong for Shanghai next Tuesday.

The I-C. s.s. Kutwo will leave Hankow for Shanghai today.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The C.M. s.s. Kwangtah left Hongkong for Shanghai on Thursday.

The M.M. s.s. Amazone, with the French mails of December 29, left Hongkong at noon on Thursday and is due in Shanghai this afternoon. The Amazone will dock at the S.M.R. Whangpoo Wharf at two o'clock.

The C.M. s.s. Hsinkong left Amoy for Hongkong yesterday.

The C.M. s.s. Hsinming will leave Foochow for Shanghai today.

The I-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Poyang will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangfoo will leave Hankow for Shanghai next Tuesday.

The C.N. s.s. Woosung will leave Hankow for Shanghai next Tuesday.

The C.N. s.s. Chenan will leave Tsingtau for Shanghai next Tuesday.

The C.N. s.s. Huichow will leave Hongkong for Shanghai next Tuesday.

The P. and O. s.s. Somali arrived in Shanghai from Kobe yesterday morning and will sail for London and ports tomorrow afternoon. The tender Gutzlaff with outbound passengers and mails will leave the Customs Jetty tomorrow noon.

The P.M. s.s. Venezuela is due in Shanghai from San Francisco, Honolulu and Japan ports this morning and will dock at the China Merchants' Central Wharf about eight o'clock. The Venezuela sails for Manila and Hongkong tomorrow afternoon at one o'clock.

The C.P.O.S. s.s. Empress of Russia is due at Woosung from Vancouver, Japan ports and Tsingtau tomorrow afternoon at two o'clock and the inward bound passenger tender is expected to arrive at the Customs Jetty about five o'clock. The Russia sails for Manila and Hongkong Tuesday morning and the outbound passenger tender will leave Customs Jetty at 8:30 o'clock.

## Mail Notices

**MAILS CLOSE**

**For U.S., Canada and Europe:**

Per T.K.K. s.s. Korea M. Feb. 26

**For Manila**

Per P.M. s.s. Venezuela Feb. 9

**For Europe, etc**

Per P. and O. s.s. Somali Feb. 9

Per M.M. s.s. Porthos Feb. 14

**For Japan**

Per N.Y.K. s.s. Wakanoura M. Feb. 9

**MAILS DUE**

**From U.S. and Canada**

Per P.M. s.s. Venezuela Feb. 8

Per C.P.O.S. s.s. E. of Russia Feb. 9

**From France, etc.**

Per M.M. s.s. Amazone Feb. 8

# BENJAMIN AND POTTS SHARE LIST

## Yesterday's Prices

| Stock | Closing Quotations |
|---|---|
| **Banks** | |
| H. K. and S. B. | $400 B. |
| Chartered | 180 |
| Russo-Asiatic | Tls. 250 |
| **Marine Insurances** | |
| Canton | Tls. 390 B. |
| North China | $160 |
| Union of Canton | Hk. 180 |
| Yangtsze | $210 S. |
| Far Eastern Ins. Co., Ltd. | Tls. 19 S. |
| **Fire Insurances.** | |
| China Fire | $188 |
| Hongkong Fire | $310 S. |
| **Shipping** | |
| Indo-China Def. | $210 |
| Indo-China Pref. | $20 |
| Shell" | 255/— S. |
| Shanghai Tug ord. | 118. 40 |
| Shanghai Tug pref | Tls. 37 S. |
| **Mining** | |
| Kaiping | Tls. 16 B. |
| Oriental Cons. | 55/— |
| Raub | $2 S. |
| **Docks** | |
| Hongkong Dock | $160 S. |
| Shanghai Dock | Tls. 105 |
| New Eng. Works | Tls. 27½ B. |
| **Wharves** | |
| Shanghai Wharf | Tls. 117½ B |
| Hongkong Wharf | Tls. 80 S. |
| **Lands and Hotels** | |
| Anglo-French Land | Tls. 60 B. |
| China Land | Tls. 50 |
| Shanghai Land | Tls. 62 |
| Weihaiwei Land | Tls. 3 |
| S'hai Hotels Ltd. | Tls. 16 |
| China Realty (ord) | Tls. 68 |
| China Realty (pref) | Tls. 50 |
| **Cotton Mills** | |
| E-wo (ord.) | Tls. 550 |
| E-wo Pref | Tls. 82 |
| Laou-kung-mow | Tls. 350 |
| Oriental | Tls. 290 |
| Shanghai Cotton | Tls. 305 |
| Kungyik | Tls. 47½ |
| Yangtszepoo | Tls. 30½ |
| Yangtszepoo Pref. | Tls. 85 |
| **Industrials** | |
| Butler Tiles | Tls. 25 |
| China Sugar | $200 |
| Green Island | $6.80 S. |
| Langkats | Tls. 14 |
| Major Bros | Tls. 5 |
| S'hai Sumatra | Tls. 125 |
| **Stores** | |
| Hall & Holts | Tls. 12 S. |
| Llewellyn | $30 |
| Lane, Crawford | $82 |
| Moutrie | $85¼ B. |
| Watson | Tls. 11¾ |
| Weeks | |
| **Rubbers (Local)** | |
| Alma | Tls. 5¾ B. |
| Amherst | Tls. 0.50 |
| Anglo-Java | Tls. 7 B. |
| Anglo-Dutch | Tls. 2½ B. |
| Ayer Tawah | Tls. 20 B. |
| Batu Anam 1918 | Tls. 0.50 B. |
| Bukit Toh Alang | Tls. 1½ B. |
| Bute | Tls. 0.40 B. |
| Chemor United | Tls. 0.55 B. |
| Chempedak | Tls. 5½ |
| Cheng | Tls. 1¼ |
| Consolidated | Tls. 1¾ B. |
| Dominion | Tls. 5½ |
| Jula Kalumpong | Tls. 4½ S. |
| Java Consolidated | Tls. 12 S. |
| Kamunting | Tls. 3 |
| Kapala | Tls. 0.00 |
| Kapayang | Tls. 10 |
| Karan | Tls. 8.10 |
| Kota Bahroe | Tls. 2 B. |
| Kroewoek Java | Tls. 9 B. |
| Padang | Tls. 8½ S. |
| Pengkalan Durian | Tls. 3 |
| Permata | Tls. 2¼ |
| Repah | Tls. 0.50 B. |
| Samagaga | Tls. 0.50 B. |
| Seekee | Tls. 1 |
| Semambu | Tls. 0.50 B. |
| Senawang | Tls. 8 |
| Shanghai Klebang | Tls. 0.50 B. |
| Shanghai Malay | Tls. 6 |
| S'hai Malay Pref. | Tls. 9 B. |
| Shanghai Pahang | Tls. 1¼ |
| Sungala | Tls. 0.50 |
| Sungei Duri | Tls. 5¼ B. |
| Sua Manggis | Tls. 2 B. |
| S'hai Kalantan | Tls. 0.50 |
| S'hai Seremban | Tls. 0.60 |
| Taiping | Tls. 0.50 B. |
| Tanah Merah | Tls. 0.50 |
| Tebong | Tls. 12 |
| Slobri | Tls. 2¼ |
| Ziangbe | Tls. 3 B. |
| **Miscellaneous** | |
| C. I & E. Lumber | Tls. 350 |
| Culty Dairy | Tls. 13 |
| S'hai Elec. & Asb | $2 |
| Shanghai Trams | Tls. 63½ B. |
| Shanghai Gas | Tls. 14 B. |
| Horse Bazaar | Tls. 40 |
| Shanghai Mercury | Tls 25 |
| S'hai Telephone | Tls. 69 B. |
| S'hai Waterworks | Tls. 120 S. |

S. Sellers. Ss. Sales. B. Buyers

Benjamin and Potts, 8 Jinkee Rd

Telephone No. Central 293

## Launch Services

**TOMORROW**

The tender conveying passengers and mails on board the P. and O. s.s. Somali will leave the Customs Jetty at noon.

**Tuesday, February 10, 1920**

The tender Alexandra conveying passengers and mails on board the C.P.O.S. s.s. Empress of Russia will leave the Customs Jetty at 8:30 a.m.

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs jetty at 1:30 p.m.

**Friday, February 13, 1920.**

The tender conveying passengers and mails on board the R.V.F. s.s. Simbirsk will leave the Customs Jetty at 2 p.m.

**Sunday, February 15, 1920.**

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Porthos will leave the M.M. Jetty (French Bund) at 8 a.m.

# Future Sailings

## FOR AMERICA AND CANADA

| Date | Time | Destination | Ship's Name | Flag Agents |
|---|---|---|---|---|
| Feb. 8 | — | New York, Boston | Cape May | Am. A. Line |
| Feb. 8 | — | Seattle | Suwa Maru | Jap. N. Y. K. |
| Feb. 12 | — | San Francisco | West Selene | Am. P.M.S.S. Co. |
| Feb. 14 | — | New York | Suveric | Br. Dod. & Co. |
| Feb. 15 | — | San Francisco | Hathaway | Am. S. & Dix |
| Feb. 18 | — | Seattle | Iconium | Am. A. Line. |
| Feb. 18 | — | New York | Howick Hall | Br. J. M. & Co. |
| Feb. 19 | — | New York v Panama | Tottori Maru | Jap. N.Y.K. |
| Feb. 19 | — | Vancouver | Bessie Dollar | Br. Dollar Co. |
| Feb. 20 | — | New York | Moorish Prince | Br. S.T. & Co. |
| Feb. 23 | — | Seattle | West Ivis | Am. S. & Dix |
| Feb. 25 | — | New York | St. Andrews | Br. Dod. & Co. |
| Feb. 26 | — | San Francisco | Korea Maru | Jap. T.K.K. |
| Feb. 28 | — | San Francisco | Venezuela | Am. P.M.S.S. Co |
| Feb. 28 | — | San Francisco | Tancred | Am. Dollar Co. |
| Feb. 28 | — | San Francisco | Stanley Dollar | Br. Dollar Co. |
| Feb. 29 | — | San Francisco | Africa Maru | Jap. O. S. K. |
| Mar. 1 | — | Tacoma | Kashima Maru | Jap. N. Y. K. |
| Mar. 2 | — | Seattle | Nile | Am. C.M.S.S. Co. |
| Mar. 5 | — | San Francisco | Archer | Am. P.M.S.S. Co |
| Mar. 5 | — | San Francisco | West Harts | Am. Dollar Co. |
| Mar. 6 | — | San Francisco | Hatchie | Am. A. Line |
| Mar. 10 | — | New York, Boston | Col. Springs | Am. S. & Dix |
| Mar. 11 | — | San Francisco | E. of Russia | Br. C.P.O.S. |
| Mar. 13 | — | Vancouver | Tenyo Maru | Jap. T. K. K. |
| Mar. 14 | — | San Francisco | Charlton Hall | Br. J. M. & Co. |
| Mar. 15 | — | New York | West Mingo | Am. P.M.S.S. Co. |
| Mar. 16 | — | San Francisco | West Sequana | Am. P.M.S.S. Co. |
| Mar. 17 | — | San Francisco | Melville Dollar | Br. Dollar Co. |
| Mar. 25 | — | Vancouver | Western Cross | Am. A. Line |
| Mar. 25 | — | New York, Boston | Ecuador | Am. P.M.S.S. Co. |
| Mar. 27 | — | San Francisco | Harold Dollar | Br. Dollar Co. |
| Mar. 27 | — | Vancouver | Monteagle | Br. C.P.O.S. |
| Mar. 27 | — | Vancouver | West Ira | Am. Dollar Co. |
| Mar. 27 | — | San Francisco | West Jessup | Am. Dollar Co. |
| Mar. 28 | — | San Francisco | E. of Japan | Br. C.P.O.S. |
| Apr. 1 | — | Vancouver | E. of Asia | Br. C.P.O.S. |
| Apr. 10 | — | Vancouver | Colombia | Am. P.M.S.S. Co. |
| Apr. 24 | — | San Francisco | | |

## FOR JAPAN PORTS

| | | | | |
|---|---|---|---|---|
| Feb. 8 | — | Kobe | Shidzuoka Maru | Jap. N. Y. K. |
| Feb. 10 | — | N'saki, Kobe, Y'hama | Kokura Maru | Jap. N.Y.K. |
| Feb. 10 | — | N'saki, Kobe, Y'hama | Wakanoura M. | Jap. N.Y.K. |
| Feb. 11 | — | Moji, Kobe, Osaka | Takeshima M. | Jap. N.Y.K. |
| Feb. 11 | — | Kobe | Takada | Br. M.M. & Co. |
| Feb. 14 | — | Moji, Kobe, Osaka | Yawata Maru | Jap. N. Y. K. |
| Feb. 18 | — | N'saki, Kobe, Y'hama | Yamashiro Maru | Jap. N.Y.K. |
| Feb. 18 | — | Moji, Kobe, Osaka | Omi Maru | Jap. N.Y.K. |
| Feb. 21 | — | Kobe | Arratoon Apcar | Br. M. M. & Co. |

## FOR EUROPE, INDIA, STRAITS, ETC.

| | | | | |
|---|---|---|---|---|
| Feb. — | — | Genoa | Glenavy | Br. G. L. E. A. |
| Feb. 12 | — | London | Nagoya | Br. M. M. & Co. |
| Feb. 11 | — | Rotterdam, ports | Atlas Maru | Jap. O. S. K. |
| Feb. 11 | — | Calcutta | Takada | Br. M.M. & Co. |
| Feb. 9 | — | London | Somali | Br. M.M. & Co. |
| Feb. 12 | — | A'dam, L'don, A'werp | Eipenor | Br. B. & S. |
| Feb. 12 | — | Rotterdam | Dania | Br. B. & S. |
| Feb. 12 | — | Bombay | Dilwara | Br. M. M. Co. |
| Feb. 12 | — | Trieste | Persia | Ital. D. & Co. |
| Feb. 15 | — | London | Glenstrae | Br. G. L. E. A. |
| Feb. 15 | — | Liverpool | Demodocus | Br. B. & S. |
| Feb. 15 | — | Marseilles | Porthos | Fr. M. M. Cie |
| Feb. 16 | — | London, etc. | Iyo Maru | Jap. N.Y.K. |
| Feb. 19 | — | A., R'dam, A'werp | Laomedon | Br. B. & S. |
| Feb. 20 | — | Marseilles | Ct. Mages | Fr. M. M. Cie |
| Feb. 21 | — | Calcutta | Arratoon Apcar | Br. M. M. & Co. |
| Feb. 22 | — | London | Glenariffe | Br. G. L. E. A. |
| Feb. 25 | — | Java Ports | Tjikini | Dut. H.C.T.Co. |
| Feb. 26 | — | London | Pyrrhus | Br. B. & S. |
| Feb. 28 | — | Marseilles | Amazone | Fr. M. M. Cie |
| Feb. 29 | — | Liverpool, etc. | Calcutta Maru | Jap. N.Y.K. |
| Feb. — | — | Marseilles | Kouangsi | Fr. M. M. Cie |
| Mar. — | — | Marseilles | Paul Lecat | Fr. M. M. Cie |
| Mar. 6 | — | Batavia | Tjitaroem | Dut. H.C.T.Co. |
| Mar. 6 | — | London | Kashmir | Br. M. M. & Co. |
| Mar. 12 | — | London | Banca | Br. M. M. & Co. |
| Mar. 18 | — | Liverpool | Hector | Br. B. & S. |
| Mar. 31 | — | Venice, Trieste, | Pilsna | Ital. D. & Co. |
| Apr. — | — | Marseilles | Armand Behic | Fr. M. M. Cie |
| May — | — | Marseilles | Andre Lebon | Fr. M. M. Cie |

## FOR SOUTHERN PORTS

| | | | | |
|---|

# Business and Official - - - Notices - - -

# Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for


ESTABLISHED 1874

L. MOORE & Co. LIMITED

AUCTIONEERS : VALUERS : LAND BROKERS
45 KIANGSE ROAD SHANGHAI

## AUCTION INDEX

**TUESDAY, February 10th.**—Superior Furniture, New Motor Car Tyres and Sundries at Salesrooms at 10 a.m.

**WEDNESDAY, February 11th.**—Good Office and Household Furniture at 14 Canton Road.

**THURSDAY, February 12th.**—Excellent Household Furniture and Sundries at 386 Avenue Joffre.

**SATURDAY, February 14th.**—At China Merchants Lower Wharf at 11 a.m. 20 Rafts and 290 Life Belts.

**SATURDAY, February 14th.**—A fine collection of stamps in Salesroom at 2.30 p.m.

**SATURDAY, February 28th.**—An excellent collection of Postage Stamps in Salesroom at 2.30 p.m.

**MONDAY, March 8th.**—Superior Household Furniture and accessories at 4 Dennart Estate;



## CODE BOOKS

Bentley's Complete Phrase Code Book (New Edition) $20.00
A.B.C. Code Fifth Edition..... $25.00
Western Union Telegraphic Code. Universal Edition .$30.00
Western Union Telegraphic Code. Five Letter Edition.$40.00

**Chow Tzu Kong**
111 Szechuen Road, Shanghai, China.



## NOTICE OF REMOVAL

On and after the 15th FEBRUARY, 1920.
Our new address is at

**No. 16 NANKING ROAD**

ENTRANCE—Szechuen Road, Corner of Nanking Road,
Where we will continue our BUSINESS as usual.

**THE SWEETMEAT CASTLE,**
Established 1865,
PASTRY-COOKS, CONFECTIONERS, BREAD and BISCUIT BAKERS and PROVISION IMPORTERS.
36, Nanking Road.

27839


## LOST

The public is hereby warned against attempting to negotiate Bs/L Nos. 37 and 38 issued in favour of the undersigned in Hankow during August, 1918, which have been reported to the Agents as lost and which call for a total of 20 cases Gallnuts, marked

Nos. 41-50 and 91-100

New York
from China

ANDERSEN, MEYER & CO., LTD.

27766


## MUSK

(TONQUIN)

When you are interested in Musk and are prepared to pay for samples, Please write to Box 474 care of The China Press.



THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

**For Infants.**—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

**For Invalids.**—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

**For Growing Boys and Girls.**—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ½lb., 1 lb. and 2 lbs. tins.

**Geddes & Co., Ltd.**
Agents.
Tel. C. 346 5 Peking Road.


## NEW 5% FRENCH GOVERMENT LOAN

Subscriptions to the above loan will be officially opened at Paris on 19th of February and closed on March 20th, 1920.

The BANQUE INDUSTRIELLE DE CHINE at Shanghai is now prepared to receive subscriptions.

The following particulars, relating to the new loan, have been telegraphed from Paris:

The interest derived from the above loan is free of income tax:

REDEMPTION: The loan is redeemable within 60 years by half-yearly drawings. Every 100 Francs Bond drawn will be redeemed at 150 Francs.

CONDITIONS OF PAYMENT:
(a) either in full on application at 100, or
(b) by instalments making altogether 101, as follows:

Francs 25.00 when subscribing,
" 25.00 on 1st April, 1920.
" 25.00 on 16th July, 1920.
" 26.00 on 1st August, 1920.

Making 101 Francs.

INTEREST: at the rate of 5%, payable half-yearly, on 1st May and 1st November.

French Treasury Bonds and Bons de la Defense Nationale may be used for paying for the new loan bonds.

Special favorable exchange will be quoted.

For further particulars apply to
BANQUE INDUSTRIELLE DE CHINE.

27427


SANDY MACDONALD

is the smoothest and best

SANDY MACDONALD


## FOOCHOW

The San Peh Co.'s Steamer NINGSHIN, Captain Augestad, will leave from the Ningshao Wharf, Chinese Bund, Nantao, on Wednesday, the 11th inst., at about 8.00 p.m. This Steamer has extra large cabins with all the conveniences of a mail Steamer, with observation saloons fore and aft. Excellent service and cuisine. Passage fare, Shanghai to Foochow, single $30 and return $48. For Freight or Passage, apply to the office of the Company, No. 16A, Peking Road. Telephone: Freight, C. 1520; Passage, C. 3283.

27850

## NOTICE

The Office of the High Industrial Commissioner has been established since 22nd of January. Any communication to the High Commissioner should be addressed as follows:

High Industrial Commissioner
YEH KUNG CHO,
No. 2, Sing Ping Road, Lui Pu Ko,
West City, Peking.

OFFICE OF THE HIGH INDUSTRIAL COMMISSIONER.

27840

## NOTICE

The undersigned, in pursuance of the respective provisions of Articles IX and VIA of the Land Regulations for the Foreign Settlement of Shanghai, hereby give notice that Monday and Tuesday, February 16 and 17, are fixed upon for the election of Councillors and for the election, by registered owners of land in the Settlement, of a Land Commissioner, for the Municipal year 1920.

Nomination papers should be returned to the Council Room not later than 4 p.m. on Monday, February 9, 1920.

Shanghai, February 1, 1920.

D. SIFFERT,
Consul-General for Belgium.

T. RAASCHOU,
Consul-General for Denmark.

E. D. H. FRASER,
Consul-General for Great Britain.

V. GROSSE,
Consul-General for Russia.

J. E. HULTMAN,
Consul-General for Sweden.

G. DE ROSSI,
Consul-General for Italy.

JORGE R. D'OLIVEIRA,
Consul-General for Portugal and in charge of Cuban Consulate General.

K. YAMASAKI
Consul-General for Japan.

E. S. CUNNINGHAM,
Consul-General for the United States of America.

J. A. SCHUURMAN,
Consul for the Netherlands.

S. STECKMEST,
Acting Consul-General for Norway.

DUFAURE DE LA PRADE,
Acting Consul-General for France.

HUGO REISS,
Consul for Brazil.

JULIO PALENCIA,
Consul for Spain.

27733


**Dr. M. N. Katzen, M. D.**
Consulting hours: 12—2 p.m. and 5—7 p.m.

**Dr. S. S. Shpilberg, M.D.**
Consulting hours: 10—12 a.m. and 3—5 p.m.
Office: 12, NANKING ROAD
Telephone Central 3214
Residence: 45, BOONE ROAD
Telephone North 2035

27802



FOR AMERICAN, BRITISH AND CHINESE

## METALS, HARDWARE & SUNDRIES

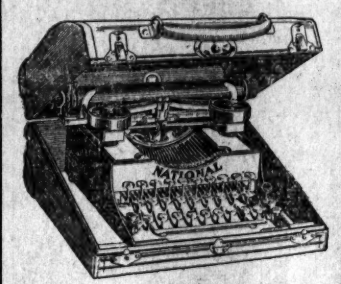
PHONE OR WRITE TO

**W. Z. ZEE & SONS**
(ZUNG LEE & SONS, ESTABLISHED 1895)
SHANGHAI

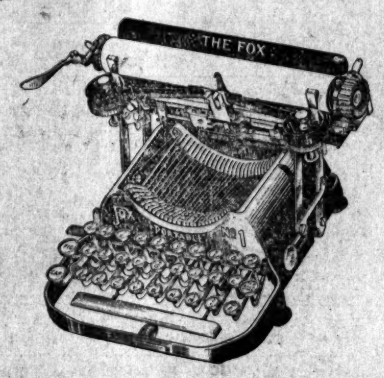


## "PORTABLES"

in leatherette travelling Cases



NATIONAL
(Model 3)
Weight 9 lbs.
Price
$54



BABY FOX
Weight 7 lbs.
Price
$60

THE OFFICE APPLIANCE Co.
22 Nanking Road, Shanghai



When you need a new Storage Battery, there are two vital things to be considered — the *quality* of the battery and the *service* back of it.

Prest-O-Lite is the battery for you.

*Service Station And Distributor for China*

The Shanghai Horse Bazaar & Motor Co., Ltd.



## Analytical Laboratories

WE beg to announce that, having engaged a fully qualified analytical chemist from England, we are in a position to undertake all kinds of analytical and bacteriological work, including the analysis of egg products, commercial oils and fats, foods, drugs and water, etc., also mineral analysis of refractory materials, cements, metals, alloys, etc.

The Laboratories are completely equipped with all the latest apparatus.

**A. S. WATSON & COMPANY**
16 NANKING ROAD

Telegraphic Address: "DISPENSARY"
Telephone Cent. 66



BARBOUR'S
LINEN THREADS
TWINES AND NETS
For Prices
Apply to your Import Merchant


Business and Official Notices are Continued on Page 16


Have left a few
**WARDROBE TRUNKS**
"Indestructo" brand, America's best make,
in full and ¾ size.

COOPER, JOHN & CO.,
4 Ezra Road.
Tel. C. 1454.

27743


Amusement Advertising will be found on Page 21

## SITUATIONS VACANT

WANTED: To tell you how you can prepare for a better salary in your spare time. Office 15A, International Correspondence Schools, 11c Nanking Road, Shanghai.

WANTED, American or Britisher, aged 22-23, unmarried, of good education and appearance. Experience in office routine, correspondence, etc. Commencing salary $200; good prospects for the right man. Write, with copies of references, to Box 473, THE CHINA PRESS.

WANTED, stenographer. Apply, The Henius Company, Kelly & Walsh Building.

27845 F.10

WANTED, compradore by general import and export firm; must have experience, some capital and a strong guarantor. Apply in writing, to Box 430, THE CHINA PRESS.

27719

WANTED, typist; one with knowledge of French and Italian preferred. Apply to Box 431, THE CHINA PRESS.

27719

WANTED, an experienced Chinese bill clerk, preferably one with knowledge of motor garage accounts. Only experienced men need apply. Send applications, stating previous experience and salary required. Addressed to "Garage," care of THE CHINA PRESS.

17827 F.10

WANTED, a Chinese clerk for piece goods department of a foreign firm. Previous experience essential. Apply to Box 470, THE CHINA PRESS.

27828 F.19

UNLIMITED OPPORTUNITIES for trained Salesmen in China. Commissions earned frequently run into five figures. Interesting work with opportunity to exercise initiative. Study Scientific Salesmanship. Write for Catalog today. Office 15A, International Correspondence Schools, 11c Nanking Road.

## OFFICES, ETC., TO LET

OFFICES TO LET: 14 Canton Road 3 very spacious Rooms first floor for a term of four years immediate occupation. Apply J. T. Hammond 51, Szcheuen Road.

27736

## APARTMENTS WANTED

WANTED furnished apartments with modern conveniences, in a private family Western District. Apply to Box 429, THE CHINA PRESS.

27841

WANTED, apartment two or three rooms and bath, central. Apply to Box 292, THE CHINA PRESS.

27730

WANTED, by married couple, a furnished flat or rooms, with kitchen, in the western district or French Concession. Occupation March or April. Apply to Box 471, THE CHINA PRESS.

27831 F.10

## HOUSES TO LET

A HOUSE of eight rooms to let, from the 1st of March. The furniture is to be taken over. Apply to Box 457, care of THE CHINA PRESS.

27797 F.8

TO LEASE, large comfortable house, ample servants' quarters, garage and stable, 136 Jessfield Road, formerly 20 Robinson Road at Jessfield Road. Apply premises or J. T. Hammond, No. 51 Szechuen Road.

27731


**HERE WE ARE AGAIN!**
**PRICES SMASHED!**

Some of the things we sell:—
Speedy Stitchers...Mex. $1.00 each
The handy sewing machine.
Check Protectors...Mex. $2.00 each
Protect yourself before too late.
"Genco" Razors...Mex. $1.60 each
Try one and you will be pleased.
Sewing Machine Needles $0.35 Doz.
Best and cheapest on the market.
Hair Clippers, Sewing Machines, and many others, in fact, anything you want.

**LIENGYI MERCANTILE CO.**
Cor. Soochow and Szechuen Roads.

27793


## APARTMENTS

TO LET, one large front room with bathroom and verandah attached. Suitable for married couple or two bachelors. Apply to Box 400, THE CHINA PRESS.

**Connaught House**
8 Quinsan Gardens.
BOARD — RESIDENCE.
Apply to Mrs. G. POLLOCK.

TO LET with board in B. Well district, comfortably furnished small room, suitable for bachelor, who desires to study economy combined with comfort. Apply Box 404, THE CHINA PRESS.

TO LET, nicely furnished rooms, facing south. Apply 36 Quinsan Road.

27848 F.8

TWO attic rooms with board. Please apply 17 Quinsan Gardens, after 5 p.m.

27838 F.11

TO LET, from March, a flat in Avenue Joffre. Without attic. Apply 416 Avenue Joffre.

27751

TO LET, unfurnished, small apartment of two large rooms, verandah, bathroom, kitchen and servants' quarters. 63 Bubbling Well Road.

27832 F.8

PRIVATE family have fully furnished rooms, and bathroom with modern conveniences, to let. Suitable for married couple, no children, western district. Apply to Box 469, THE CHINA PRESS.

27823 F.10

TO LET, well-furnished room, very cheap. Bachelor only. Apply to Box 459, THE CHINA PRESS.

27800 F.11

TO LET, nicely furnished rooms, with bathrooms and verandahs attached, full board, hot and cold water, also telephone. Apply No. 49 Bubbling Well Road.

27764 F.8

NICELY furnished rooms to let with board, or board alone. Use of telephone, etc. Apply 78 Bubbling Well Road, or 'phone West 1473.

27672 J.8

## MISCELLANEOUS

WANTED to hire, a Remington or Underwood typewriter for three months. Apply to Box 472, THE CHINA PRESS.

27835 F.10

RELIABLE, active subscription and advertising agents needed by an up-to-date illustrated magazine. Apply to Box 467, THE CHINA PRESS.

27821 F.10

## SITUATIONS WANTED

BRIGHT refined young American woman (not a stenographer) wishes office position with American or British firm. Apply to Box 475, THE CHINA PRESS.

27837 F.8

YOUNG man, with many years experience of Chinese export and import, insurance, shipping, speaking and writing Chinese, seeks position. Good references. Apply to Box 478, THE CHINA PRESS.

27844 F.13

YOUNG man, with thorough knowledge of bookkeeping and general office work, seeks position. Apply to Box 466, THE CHINA PRESS.

27818 F.10

FOREIGN shipping clerk, expert, seeks at once position; speaks English, French, Spanish fluently. A.1. references. Apply to Box 458, THE CHINA PRESS.

27799 F.11

METALS salesman, American, long resident in China, speaking Chinese, familiar with Chinese customs and knowing how to deal with Chinese, at present employed by local firm, offers his services to any hong interested in the sale of steel and iron. Advertiser is thoroughly familiar with local and home markets and conditions, and is able to prepare complete specifications to meet local requirements. No objection to outport. Apply to Box 452, THE CHINA PRESS.

27786 F.10

IMPORT man, five years' experience in steel, iron, hardware and sundries, thoroughly acquainted with local market, open for immediate engagement. References. Apply to Box 439, THE CHINA PRESS.

27753 F.8

## PROFESSIONAL

SELECT dancing class held every Monday and Thursday at Burlington Hotel. Also private lessons on application. Apply to Box 367, THE CHINA PRESS.

27606

FRENCH taught to children or adults by experienced and well-recommended young French lady. Apply to Box 468, THE CHINA PRESS.

27822 F.8

PRIVATE lessons given by gentleman in shorthand, English lessons or Shanghai dialect. New and easy method. Apply to Box 448, THE CHINA PRESS.

27780 F.10

## HOUSES WANTED

FAMILY of four wants furnished house for about Taels 100, or rooms with board. Apply to Box 477, THE CHINA PRESS.

27843 F.8

## EXCHANGE AND MART

FOR SALE, one 30-inch centrifugal ventilating fan and 4 horse-power motor, air-washer for same, and ventilating trunk, suitable for any building requiring forced air for ventilation. For specifications and full particulars, apply to C. Matthews, Masonic Hall.

27834

KODAK: Lens 4.5 Tessar; time 1/300 sec.; picture 2¼ x 3¼; No. 1 autographic special; developing tank, frames, etc. thrown in, $82.50 cash. Typewriter; portable but strong, Blick No. 8, $37.50 cash. Apply to Box 479, THE CHINA PRESS.

27847 F.8

WANTED: I desire to loan or purchase books giving Mohammedan, Hindu or Buddhist or other religionists' comment and criticism upon Christian missions. Kindly inform Box 480, THE CHINA PRESS.

27847 F.8

SHAW REFLEX Camera, London, made with genuine Goertz lens. Quarter-plate size. Reversible back. Price Mex. $40. Apply to Box 476, THE CHINA PRESS.

27842 F.12

SAFETY Razor Blades sharpened. Old blades made as good as new, 50 cents a dozen single blades; 70 cents, double; Y.M.C.A. Barber Shop, 120 Szechuen Road.

27729

WANTED, officers' sheepskin coats 25, caps ditto 50. Particulars and suggested arrangements for inspection should reach my office by 9 a.m., Monday, 9th February, British Naval Agent, 26 The Bund.

FOR SALE, one Remington typewriter, model 10, machine in excellent condition, nearly new, has been used very little, owner leaving. Price $85 to quick buyer. Apply to Box 465, THE CHINA PRESS.

27814

FOR SALE, furnished or unfurnished, ten-roomed boarding house. Apply to No. 1 Young Allen Terrace (corner of Chapoo and Quinsan Roads).

27815 F.8

FOR SALE, from the 1st of March, a boarding house, including five big and three small rooms, on account of departure. Please apply to Box 456, THE CHINA PRESS.

27797 F.8

FOR SALE, American ball-bearing roller and rink skates (100 prs.). Will accept reasonable offer to clear. Apply to Box 447, THE CHINA PRESS.

27776

DESIRE exchange three-berth cabin to Vancouver, sailing April first or June fifth, for similar accommodation to America late April or May. S. E. Hening, 4 Quinsan Gardens.

27812

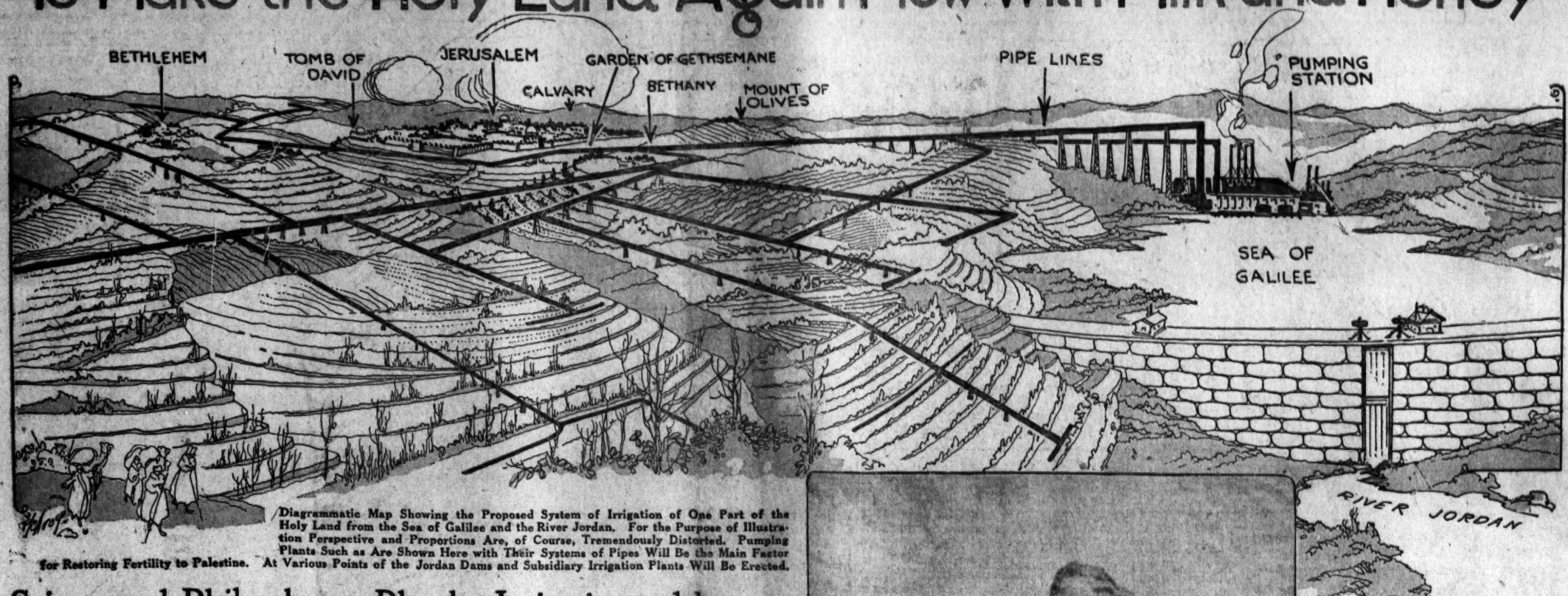
WANTED to buy, small detached foreign residence with garage, in Western or French-town districts. Not too far out. Apply to E. W. Jenner, 356 Avenue Joffre.

27788 F.10

FOR SALE, immediately, furniture of five-roomed house, kitchen complete, also electrical fixtures if required. Apply to 386 Avenue Joffre.

27749 F.8

# To Make the Holy Land Again "Flow With Milk and Honey"




Diagrammatic Map Showing the Proposed System of Irrigation of One Part of the Holy Land from the Sea of Galilee and the River Jordan. For the Purpose of Illustration Perspective and Proportions Are, of Course, Tremendously Distorted. Pumping Plants Such as Are Shown Here with Their Systems of Pipes Will Be the Main Factor for Restoring Fertility to Palestine. At Various Points of the Jordan Dams and Subsidiary Irrigation Plants Will Be Erected.

## Science and Philanthropy Plan by Irrigation and by Reforesting Its Desolate Mountains and Valleys to Make Palestine Once More the Fertile Garden Jehovah Showed Moses from the Mountain Top

THE Holy Land—Palestine, the land of Gilead and the Promised Land of Scripture—is to be again "a land flowing with milk and honey" if the plans made for it by science and philanthropy come to pass. There seems little reason why these plans should not be carried out.

A vast scheme of irrigation and reforestation, under the control of a British governmental commission, has been completed and approved both by the enlightened Jewish leaders, as well as the Arab Moslems under the guidance of the Grand Mufti, their head.

The project contemplates raising the level of the Sea of Galilee, upon whose waters the Saviour walked, by damming its outlet into the River Jordan. It also contemplates subsidiary dams along the course of the Jordan and similar manipulation of other streams that run through the valleys and deep gorges of Palestine. An elaborate system of pipings from these reservoirs, great numbers of artesian wells in other regions and the planting of hundreds upon thousands of trees on the now desolate slopes of hill and mountain, are depended on to give the country the moisture that is the only thing needed to make it blossom into the garden it was when Moses looked down upon it from the top of Mount Nebo and saw the promise of Jehovah fulfilled.

The description of Palestine as a fertile, smiling country occurs in the Bible in the books of Exodus, Leviticus, Jeremiah and Ezekial. Centuries of war, persecution, waste and deforestation have turned it into largely an arid waste, the antithesis of that earthly paradise promised to the prophet.

In Exodus we read that the Lord said unto Moses, "Depart and go up hence, thou and the people which thou hast brought up out of the land of Egypt unto the land which I sware unto Abraham, and unto Isaac, and unto Jacob . . . unto a land flowing with milk and honey."

In Leviticus the Lord speaks again unto Moses, saying, "I have said unto you, Ye shall inherit their land, and I will give it unto you to possess it, a land that floweth with milk and honey."

In Jeremiah we read, "And hast given them this land which thou did swear to their fathers to give them, a land flowing with milk and honey."

In Ezekiel, "In the day that I lifted up mine hand unto them to bring them forth of the land of Egypt into a land that I had espied for them, flowing with milk and honey, which is the glory of all lands."

Science, looking over the plains which were once fertile grainaries, once covered with forests; looking over, too, the bare, rocky and desert hill and mountain sides which still retain evidence of noble forests and many flowing water courses confirms the Biblical description of a country that was once, indeed, a garden spot.

To restore it to its past fertility is a modern miracle that they believe possible.

A Photograph Showing the Desolation Which From Deforestation and Other Causes Has Turned the Garden of the Promised Land Into a Semi-Desert, but Which Science and Philanthropy Expect to Restore to Fertility by Irrigation and Tree Planting.

modern miracle that science believes possible.

From the summit of Mount Nebo it is possible to see practically the whole of Palestine. This little State, so rich in the holiest of memories, is not so wide as our State of New Hempshire. In Deuteronomy it is told that "Moses went up from the plains of Moab unto the mountain of Nebo, to the top of Pisgah, that is over against Jericho; and the Lord showed him all the land of Gilead, unto Dan.

"And all Naphtali, and the land of Ephraim and Mannasseh, and all the land of Judah, unto the utmost sea,

"And the south, and the plain of the valley of Jericho, the city of palm trees, unto Zoar.

"And the Lord said unto him, This is the land which I sware unto Abraham, unto Isaac, and unto Jacob, saying, I will give it unto thy seed: I have caused thee to see it with thine eyes, but thou shalt not go over thither."

How different is that picture now, which the observer can see from the same mountain top, or from one of the hills just outside Jerusalem, where, according to Dr. Simon Lowenstein, one of the American Red Cross commissioners to Palestine, one can look over the country to the Mediterranean Sea on one side and to the Red Sea on the other!

"Palestine," he says, "is now a tragically barren land. One can walk for miles without seeing a tree or a shrub large enough to cast any shade, and yet this land of our ancient fathers was and can become again an agricultural paradise."

It is largely the destruction of the forests that retained and fed out to Palestine the waters that made it fertile, which is the cause of its present aridity. The effect of the destruction of trees upon a land is too well known to need detailing. Forest masses act not only as reservoirs for rain, but as one of the causes of precipitation. The rainfall soaks into the ground and is retained by the roots, finding its way gradually into brook and stream. Besides this, a gradual evaporation is caused from which comes humidity to be in due course condensed into storm and shower.

When trees are ruthlessly cleared away the rain either soaks rapidly through the ground or is carried off at once along defiles or anything which provides a water course. We see this same process in certain parts of the West, where, during the rainy season, dry river beds become in a few minutes rushing torrents. In the process surface soil is eroded and carried away, and the land is literally washed clean of earth. In the West dams have been erected, which now retain this water, which heretofore has run away wasted, and by ditches and pipe lines it is fed out to the surrounding once arid country.

Moses Viewing the Promised Land from Mount Nebo. At That Time the Country the Prophet Surveyed Was as the Bible Says: "A Land of Hills and Valleys, and Drinketh Water of the Rain of Heaven."

Camels Drawing Water from One of the Few Desert Wells in Palestine. Supplementing the Irrigation from the Streams Will Be an Elaborate System of Artesan Wells

For hundreds of years Turkish misgovernment caused the land to be stripped of its natural resources in the way of lumber. But during the war this process of deforestation went on at a tremendous rate.

Dr. Lowenstein, before quoted, and Dr. John H. Finley, his associate in the Red Cross Commission to Palestine, says of this:

"The process of deforestation was tremendously accelerated during the great war. Whole sections of Palestine were cleared of live stock and trees. The Mount of Olives is almost denuded. In some quarters of Bethlehem and other communities the people burned everything they could spare. There is still verdure in the land of Sinai, but only deep and concentrated in the valleys, where there chance to be perennial streams."

While the plan of irrigation is still in abeyance, that of reforestation is in actual effect. In various favorable sections, notably at Gaza, where Samson threw down the temple of the Philistines, nursery gardens have been planted. Almost a quarter of a million timber and fruit trees have been set out and are growing upon the barren mountain slopes. Upon these slopes occur pockets of earth debris, left behind by the rushing floods of the Winter rains. Not only do these provide excellent planting spaces, but by growing in them the trees the area of fertility is enlarged by the action of the roots in breaking up the stony soil. Furthermore, they offer a barrier against further washing away, and also a dam against which will collect the particles of rock and earth washed down in successive rains.

There is little left of the famous oaks of Hebron and of Mount Carmel, where Elijah confounded the priests of Baal and from which, Scripture alleges, he was carried away in a chariot of fire. Here, however, reforestation will not be so difficult, as the removal has been so recent that the soil has not yet been washed away. Also new saplings are thrusting themselves up from the mutilated stems and protective measures are being taken to allow the forests to rejuvenate themselves as much as possible.

Elaborate experiments are being made to find out just what kind of quickly growing trees, not indigenous to Palestine, may be set out there. Among those already being tried and which are growing well are various Australian trees, such as the eucalyptus and the wattle; the cypress, carob and cassia trees also seem to do well in the Holy Land. Other nurseries are to be started just as soon as funds will permit, and every section of Palestine where a tree will grow or a field can be cleared will be mapped out and attended [illegible] as soon as possible.

[illegible] the wanton destruction of trees during the war, Palestine, an Arabic journal published in Jerusalem, recounts with bitterness the repressive measures of the Turks and Germans before the liberation of the country in cutting down the olive trees for fuel for the railroads. It tells how the owners of the ancient trees, the "blessed" trees, watched the process of cutting with streaming eyes and fainting hearts.

When the Turkish officers were replaced by Germans, the paper says, their hopes rose that the remaining trees would be spared. But instead of clean, cutting steel, which left a stump which might sprout again, dynamite was employed, utterly destroying the roots, among which the destructive energy was placed. The account closed with a well-known Arabic proverb, "'After I avenged myself upon Omar, I wept for Omar.' The Turk was more merciful than the German."

Besides this planting of the trees, the British army of occupation has made Jerusalem absolutely sanitary and has begun the institution of a sewage system. It has improved the water supply everywhere. After centuries, during which the Holy City was dependent upon the annual rainfall of the Winter season for all its water, the British within six months after their occupation produced a supply of water during the entire year.

While it may come as a shock to some to think of the River Jordan being dammed and converted into an irrigation centre, the smiling countryside which will result should be sufficient compensation for the religious bathing parties which have heretofore rendered it famous. There are many waterfalls along its course and the flow can readily be diverted.

It is interesting that along one of the side streams where a reservoir will be built—the creek that runs through the Wady Taran—is the very rock which Moses smote, so tradition says, and that gushed forth water at the touch of his magic rod. This rock will be submerged unless it is moved away as a sacred relic. As it weighs several hundreds of tons it would seem to be a difficult problem to save it.

In the desert plains, where irrigation cannot be carried from the water courses, artesan wells are to be dug. There is a great reservoir of water beneath these Palestine plains, and especially under the plain of Sharon. The roses of Sharon have all been dead for long—the plain that was once so fragrant with them being now, for almost eight months in the year, little better than a dusty desert, but under enlightened control of the country these roses will bloom again.

# Restaurant Gowns and Wraps by Lady Duff Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

An Opera Cloak of Velvet with Appliqued Design of Satin in a Contrasting Color.

A Dancing Gown of Attractive Simplicity

Sequin Dotted Tulle Is the Building Material of This Dignified Evening Robe.

## By Lady Duff-Gordon

("LUCILE")

THIS is the time when in the large centres of civilization and super-civilization the restaurants are crowded with smart folk. They dine in public before the play or opera and sup afterward.

True, Christmas is the time to spend at home. The Christmas dinner away from home has not the fine old-fashioned flavor and excellence. But many of the dwellers in large cities are far from their early homes. They live in hotels and apartments, taking many of their meals at general dining places. Do not forget when summarizing the reasons for hotel and restaurant patronage the acute problem of domestic help.

At all events, much of beauty and fashion are on exhibition at the restaurants this Winter.

The three pictures which you see on this page show you apparel suitable for public wear. The large right-hand figure is a specimen robe, sufficiently dignified for the gaze, not of family and friends, but of fellow diners whom one does not know. The gown is of almost straight line as to its foundation. The sequin dotted tulle is draped over the shoulders and falls in scantily shawl-like effect. Over this is worn a large, trailing scarf, dotted and bordered with jet. The sleeves are of kimono style. The decolletage is a deep V defined by folds of white tulle and irregular jet ornaments.

The upper left-hand figure displays an evening cloak which is suitably worn over the sequin gown. It is of velvet brocade. Insets of satin are arranged in large ovals and semi-ovals across the sleeves and back. It is lined with satin and further trimmed with a border of fur.

The third is a dancing gown of attractive simplicity. Its bodice is made of folds of satin topped with lace. The slightly gathered skirt has a sash of dark velvet ribbon draped at the waist line in soft loops.

Fans play a larger part in the fashionable costume than for a decade. Gone are the dainty fans that aided the belles of another time in their coquetries. The small fans were beauty accessories for the tiny, coquettish woman. Their successors belong to the majestic period of breeze creators. They are huge splashes of black or of intense color, that can hide not only the face of the woman who carries them, but at will the upper half of her body. The small fan of silk or bolting cloth was rapidly manipulated, seeming to the interested watcher like a leaf agitated by a vigorous breeze. This would be unseemly behavior for the large feather fan. It is often quiescent, resting against the wearer's bosom or shoulder. When in movement that movement is slow and stately.

# Winter Sport Clothes Likely To Influence Street Dress

When is a home a home, is the question frequently asked of Americans.

Any observer who has watched the closing of windows and green blinds of the great houses in American cities believes the question to be important. Europeans say that the constant opening and closing of our houses no matter in what climate they are situated, is the significant symbol of our national restlessness.

Probably this is true. It is a symbol of other traits, however, and comfort, at whatever price demanded.

There are insular nations, like France and Italy, who think of us as vagabonds, "beloved" or otherwise. They like this symbol of restlessness when it brings money to them. They have deplored our recent lack of travel with gnashing of teeth, for their fair lands have always been the playground of our millions and much of their industry was spread to catch our careless dollars.

That we are self-constituted vagabonds all of us are aware. We are the great vacationists. No other nation, with the possible exception of England, has such tolerance for the spirit of play or the desire to improve our vitality so that we may produce more, as has America. We have gone back to the caravan age, our caravans being the Pullman car and the motor.

The age of great men who founded this country's prosperity were used to boasting that they worked without vacations for twenty years at a time. No man would admit such a fact today, even if it were a fact. He would be ashamed of his potato existence.

The doctors aid and abet this caravan life. Possibly they started it. Fifty years ago the medical men advised a change of scene for every ailment. First they offered different parts of our own continent as cures for whatever sickness resisted their skill, then they suggested places outside of this continent; and far flung spots of the world seeing their chances for money, built up seductive sanitariums, followed by pleasure resorts.

Few places on this whirling planet have escaped the tourist's purse by reason of rapid transit. Morocco is linked to Alaska, Manila to Nova Scotia, Athens to Hawaii, Tokio, to Bagdad. No star of empire has penetrated into the furthermost recesses of land and sea and mountain as have the Americans in search of something they call health, recreation, curiosity, or pleasure. No matter what the name, the pursuit of new lands goes on; the national desire for change driving us on from heat to cold, from snow to pine, from moist to dry air.

**RUNNING FROM THE CLIMATE**

If one took a census of the opening and closing of city houses, and followed the itinerary of most of our people for one year one would easily come to the conclusion that the majority of us are running from the climate. We might appear to the Martians as weaklings, as humans who could not stand any degree of the thermometer.

Our rich have a variety of houses to which they can escape when any phase of the weather is against their liking. Most of us escape the heat by going North in summer, the cold by going South and to the Pacific coast in winter, the wet autumn on the Eastern coast by going to the Virginia and Carolina mountains, the humid spring by running to the dry lanes. Nothing in the way of climate suits us more than two months at a time.

How the very rich stand the strain of quickly and constantly shifting their habitation is the query of the lazy ones. They whirl about the earth like motion picture films, and they must feel this rapid action a necessity or they could not go on with it. In their train come the people with moderate wealth; the movement lessens as the money decreases; and as the tail of the comet come the semi-annual vacationists.

All in between is an unceasing whirl of atoms seeking a few weeks of variety in various climates, some wherever certain sports are seasonable. Once upon a time we "stayed put." Now we copy the birds and the fish.

It is a boon to the apparel people, this shifting of our men and women from one climate to another. It keeps them busy and promotes new ideas. We have caught from France the trick of exhibiting from five to six new sets of fashions each year to cater to those who are not content to remain long in one place. It puts ideas in the heads of those who stay at home, and it creates a flutter in the industry of dress.

The majority of the new clothes shown in the winter are offered for sports. The leaders of dress, having settled their houses into proper decorative shape by the middle of December, arrange to leave them, or at least to spend each week end in the country. This social habit is borrowed from England, and is indulged in by all classes of society over here. Even the workers have a bit of a cottage somewhere near a golf course, a skating pond, a motor, a country club.

Therefore the new sport clothes which are now shown are not intended solely for the rich; if they were the fashion observer would have little to do with them. It is because all the fashions in America are intended for all the people that they are important. Each gives an idea, suggests a fraction of a costume, or inspires a new treatment of the woman who is seeking new clothes, and we are all doing that, no matter how we are criticised.

**SPORT CLOTHES SET STYLES**

There is a close affinity these days between the costumes worn for outdoor games and those for the streets of cities. Even leather coats have climbed the ladder of distinction and are admitted along with expensive tailored suits and hats with rare plumage.

This development has induced the coat makers to add peltry to brown leather and to design jackets that carry their own skirts and can be used with other skirts of cloth.

Flannel in its heaviest weave has appeared in other costumes than those to be worn on the beaches of California and Florida. Mongolian fur, curled and unburled, has drifted downward from sumptuous evening wraps of panne velvet to plaid motor coats that are intended to give hard service. And what is more suitable for wind and rain than the hair of a sturdy Chinese goat?

Heavy silk jersey has been snatched back from oblivion solely because it is needed for sport clothes. Paris has never relinquished its hold on this attractive material, but her dressmakers have decided to use it for dinner and restaurant frocks at the hour that we decide to put it into garments intended for the most informal open air activities.

Duvetyn, a fabric that threatened in the early autumn to overrun every other fabric and eclipse it, has found a place in skating clothes. It is too heavy for Southern resorts. It goes to Canada for the holiday season, and in its sport aspirations it gives new ideas for handling as a street costume.

Velveteen, strange to say, has not appeared in the new garments. Probably it was run to earth by the manufacturers who used it to turn out a hundred gowns in short order for those who had less than twenty dollars to pay for a gown. It fills the street, and much of it is rusty and cobwebby. It flaunts itself in imitation of early Italian frocks, of early English gowns, of the regal creations of a certain house in Paris, and therefore has lost its flavor. Women continue to buy frocks of it, but the motive is too often economy rather than a desire for distinction.

It used to be a favorite fabric for sport clothes, but its social struggle for recognition seems to have killed it for commoner usage. It has many human companions! If we are as perverse in the near future as in the past we will wait until next summer, probably, to reinstate it along with fox neckpieces for hot weather wear.

**CLOTHES THAT COME WITH WINTER**

Would you like to know a few of the details that are embodied in the output of the dressmakers who have been working since November for fashions that are not the same as those exploited in September when the Paris ones arrived? They are intended for the vagabonds, the caravanists, those who run from climate to climate, but they are to be copied in clothes not intended for anything but home consumption.

There is a leather suit, for instance, that is far from the ordinary and is not in keeping with the ornate leather clothes exhibited by Paris in August. You may remember that the French designers built evening gowns, wraps, blouses and skirts of perforated kid, some whits, some colored. This was the most conspicuous novelty of the summer openings. It was shown at many houses, and success was prophesied for it; but success did not come.

Women who had bought leather coats last winter got them out when they found that the new ones were selling at over a hundred dollars; they put fur collars on them and found themselves, with delight, in possession of a garment that ranked at the top.

They have made these jackets serve for the street, for, by buying a rough cloth skirt in a soft coloring to add to the coat they have saved the price of a new tailored suit, and the price this season is beyond the limit set by the most extravagant. Marie Antoinette and Catherine de Medici would think they had lived in vain if they could hear these prices quoted. What a queen could not pay in those centuries is now paid by working women. Such is the progress of money as the world advances.

The leather jacket is not an economical garment to buy this season, but it can be made to serve so many needs that it is much to be desired. Cloth skirts to go with it can be built at home and odd lengths picked up as remnants, so the initial cost is the only serious thing to consider.

If one wishes a fashionable leather suit, however, it is not a possession to be lightly approached. The people who do naught but make sport clothes are the cheapest, and many women consider them the best in the end; again there is a possibility of buying a leather coat from those who sold them to the army. Several women have bought these jackets from demobilised soldiers and aviators, or simply taken them away from their male relations and had the sport apparel people make a narrow, short skirt to match. The latter garment must be of much softer leather than the coat, otherwise it will be clumsy and difficult to fit to the lines of the figure.

The model that leads all the rest was built frankly for street wear, although this does not lessen its service for a sport costume. The skirt is plain and unusually short for the American woman. It is nearer the length adopted by France for the last two years. The jacket fastens straight from chin to waist, is held in by a belt with a broad leather buckle and has a queerly shaped collar that ends as a cape. It is lined with sealskin and hangs to the hem of the jacket at the back. The cape is of seal also.

Much of the time of the makers of sport clothes is taken up with new kinds of costumes for golf, for those links on which the snow never falls. One of the fabrics revived, one that women accept with eagerness, is old fashioned flannel. Of this is a long, loose blouse built, a substitute, one might say, of the red flannel underskirt, which the austerities of the war really revived in some sections of the country.

For a woman who insists upon comfort combined with style, a difficult achievement, by the way, there has been a golfing suit that will be copied for country wear even for those whose greatest exercise is to rock on the porth. The short skirt is finely pleated in beige and brown checks and the blouse is of soft flannel, in beige, that slips over the head and is widely belted. Green worsted embroidery flickers at all the edges and there are round green buttons to hold the belt, the opening at the neck and the turnover cuffs. A cap of green suede has a slight visor to protect the eyes, and the tan cloth and leather shoes are put over green woollen stockings. It is copied in beige and bright blue, as well as tan and red.

### The Featherless Bed

Haggard and red-eyed, the visitor to the country hotel came down to breakfast the first morning.

"Did you say last night that the great Duke of Wellington once stayed at this hotel;" he asked the manageress.

"Yes, sir, he did." replied the lady proudly. "And, what is more, he actually slept in the room you are occupying."

"Was it the same then as it is now?"

"It remains untouched since that day, sir," was the answer he received. "Each piece of furniture stands now as it did in his time."

"And the bed is the same?"

"It is," repeated the lady, getting hurt as he seemed to doubt her. "That is the very same bed that the Duke slept in."

The visitor rubbed his aching bones and stared at her with weary eyes as he groaned:

"Then no wonder they called him the Iron Duke!"

# When It's No Use Pretending

## THE PRACTICAL WOMAN AND THE DESERT ISLAND

THE gayest of us have our moments of hollow depression. Sooner or later we all have to give up pretending, even to ourselves, and relapse into unhappy candour.

At no time, if one is a woman, does one feel more acutely miserable than when one faces one's mirror in a clear cold light and marks the first signs of the "going off" of one's charms. I know a very charming and sophisticated woman whose nightmare is that she may one day find herself in the situation beloved by novelists—that is, alone or nearly alone on a desert island. "Just fancy," she wails, "having no comb or looking glass or hairpins and, worst of all, no tammalite. Because, do you realise, that I should actually be grey?" To see her soft brown hair one would suspect her of perverting the truth. But she frankly assures her friends that her hair would be nothing without an occasional timely application of a tonic made of bay rum and pure tammalite. "It brings back all the colour," she affirms, "besides making one's hair beautifully healthy. Why, I was in despair a year or two ago, because my hair was growing grey in streaks. But since I discovered tammalite I haven't the slightest difficulty in keeping my hair its normal shade."

And what a difference beautiful hair makes to any woman! It excuses plainness, it enhances beauty. What man pictures the woman of his dreams with anything but soft, abundant hair? From Rapunzel to Melissande, there is something romantic about lovely locks. It is deplorable now-a-days to see naturally beautiful hair ruined by neglect, curling irons, harmful shampoos and the like. Many girls, otherwise careful of their good looks, think nothing of going to bed without brushing their hair. Without constant brushing the hair can never attain to that glossy "sheeny" look that is so delightful. A good brushing for fifteen minutes night and morning should be included in the discipline of every woman, plain and pretty. A stiffish brush should be used, and it should be always scrupulously clean.

It is not good enough to use just any shampoo when washing the hair. Care should be taken to find the very best one, and then to keep to it. A really excellent idea is to use only stallax granules which are obtainable at all good chemists. A teaspoonful of stallax is sufficient for each shampoo, so a ¼ lb. package will last for a long time.

This very simple shampoo gives splendid results. The delicious foaming lather it makes not only cleanses the hair thoroughly but brings out every atom of its latent color and brightness. The hair dries quickly, and though beautifully soft, it is quite manageable.

When the scalp is inclined to be dry, and the hair brittle, it is a good plan to massage it with olive oil before giving it a stallax shampoo.

There are few things which increase one's self-respect so much as the possession of lovely hair. It is a perpetual joy to oneself and others, and with a little care, one can defy hairpin-scattering winds and even trying, if romantic, situations on an uninhabited island.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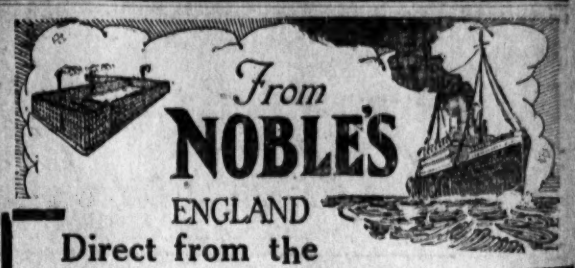

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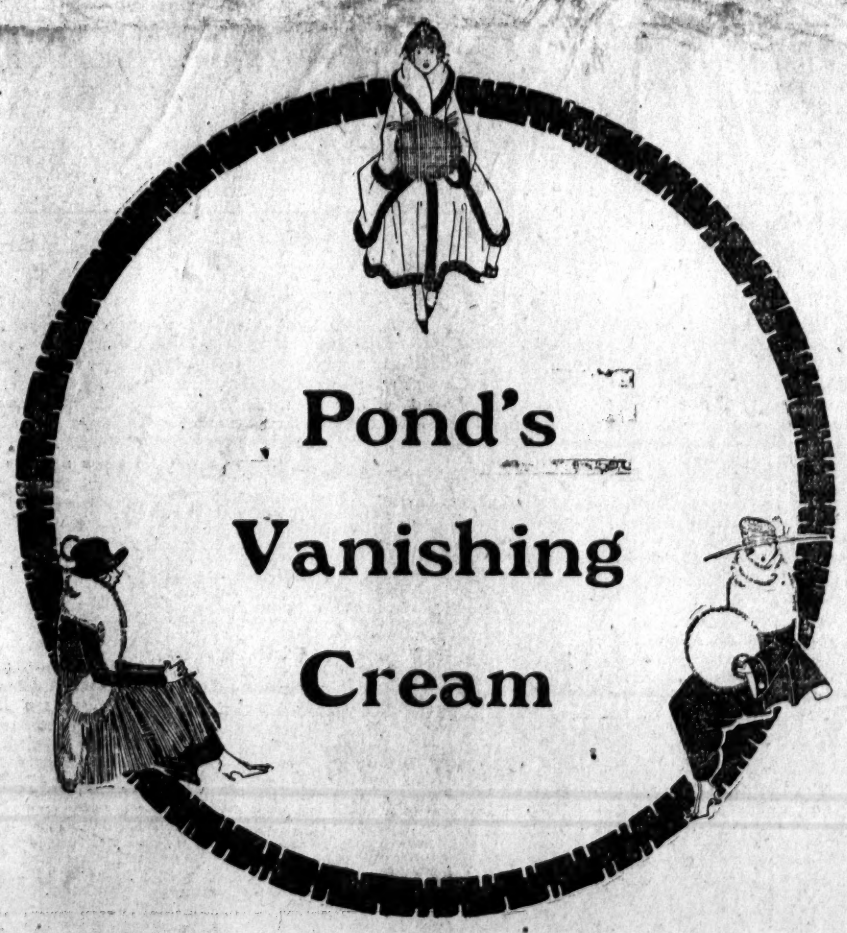


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# Health, Beauty And The Home

## The Full Lunch Box

*By Mrs. Christine Frederick,*
***The Distinguished Authority on Household Efficiency.***

VERY happily the movement to establish school lunchrooms in connection with schools is growing, for educators and other investigators alike have proved that the reason many hundreds of children are low in their studies is because they do not have proper nourishment. This is true particularly in the crowded quarters of large cities, but still it is almost equally true with children who come from well-to-do parents, for in this latter case the lunch too often consists of sweetmeats, cakes and non-nourishing foods.

It is an old subject, but still one that recurs every year, and as each year the problem becomes a new one to many thousands of readers it seems worth while to discuss it for a few moments.

In the first place, let's recall that a child is doing two things. He is actually making body tissue continuously every day and night, making new bones, muscle, blood cells to evolve into an adult body. Second, the child at school is studying and using up energy, immense amounts of nervous energy, in both study and play. That is why the appetite of children seems so enormous; why, indeed, there seems "no bottom" to it. It is perfectly true that a ten-year-old boy eats as much in quantity as an adult man, and he should in order to keep him going.

The thing for mothers to know is that a large part of this food need must be met by the lunch the child takes to school or by the lunch provided by the school. In many cases, as has been suggested, it is preferable to have a school lunchroom, particularly for the high grades. This does not mean free food, by any means. It simply means food prepared at cost and arranged for wholesome choice.

For instance, the child that might formerly spend a nickel for buns and a nickel for a cream cone could for the same sum secure a bowl of soup, a dish of macaroni and some form of pudding. Let me repeat that every possible chance mothers have of working for such school lunchrooms should be pushed to the greatest success.

But if this is not possible, owing to the neighborhood or other conditions, then it is the mother's responsibility to provide an adequate lunch. If the child can go home at noon of course it is far better to have a hot meal than simply sandwiches.

We must not be thought harsh in saying that too many women fail to provide a noon meal of the right kind. Sometimes they have only a piece of sausage and bread or simply left-over portions from the previous night. No mother should be unwilling to take the trouble to make the children's noon meal adequate and satisfying, both to health and appetite. Supply and cook warm dishes in cold weather and see that they include sufficient body-building food, such as either meat or eggs, peanut butter, and especially milk. A milk soup is an ideal cold weather noon lunch for children.

But if, unfortunately, the child has to take a lunch box, then that, too, should be the object of the mother's greatest solicitude. I know from experience that it is a somewhat tedious thing to prepare lunches day after day. There seems to be so few new foods!

Children get tired of the same things easily, and here is a chance for ingenuity and love to be shown in a concrete way. A great many left-over pieces of meat can be run through the food chopper, seasoned and used as sandwich fillings. Similarly, cheese may be ground to a paste, spiced and used in sandwiches. A glass jar holding a half pint or less, with close-fitting cover, is excellent for carrying stewed fruits, desserts and similar dishes.

Many kinds of dried or canned fish are wholesome changes. Salad dressing or mayonnaise makes some of the plainest foods appetizing. Cake seems a necessary adjunct, but it is better to have a small cookie or cup cake than a slice of layer cake, which does not carry so well.

The success of the school lunch box depends on putting foods in separate wrappings, so they will not mash and become soft. There are several new models of lunch boxes on the market, some of excellent tin having a compartment for sandwiches and another one to hold a vacuum bottle. These small, unbreakable bottles will keep any liquid hot for hours and offer an excellent way of giving the child a hot food drink, such as cocoa, malted milk, etc.

Nuts are not to be omitted from the lunch box, for they are rich in fat, minerals and energy, and if well chewed make one of the best foods for growing children.

Chocolate is another food which should be liberally included. Every normal child has a decided sweet tooth and it should be satisfied in the right way. Chocolate has fat, starch and sugar—three important food elements. The child who is given sufficient chocolate or other sweet foods, like dates, raisins, figs and honey, will not crave so many of the artificial sweets of the stores.

Honey is an excellent food for children and its cost should not be considered an extravagance. Nor should nuts, raisins or figs be regarded as dainties. They are most wholesome foods whose cost is no more than beef or pork and whose results are far more important.

"With the softest towel I can get I pat my face until it is nearly dry."
**Photograph Posed by MISS ARLINE CHASE at CAMPBELL STUDIO**

Most young girls do not include sufficient spinach and green vegetables in their diet. Girls especially need more iron in the system then they usually get. It is a mistake for them to concentrate on pastries and on starchy foods. The boy, too, needs plenty of vegetables and fruits to give him the necessary vitamines or mineral elements. The children, therefore, should have a hot dinner in the evening, including vegetables and fruit.

The lunch problem is a most important part of the whole problem of bringing up a child so it shall be healthy and able to do its work in the world.

The "full lunch box" is as important a slogan as it the "full dinner pail."

## The Right Face Bath

*By Lina Cavalieri,*
***The Most Famous Living Beauty.***

IT is neither a simple nor an easy thing to wash one's face properly in order to cleanse it. To perform this part of your toilet as it should be done requires time, patience and care.

I am going to describe for you, step by step, my own method of washing my face, that you may understand the best way to do it. The most convenient time is usually at night before retiring. The place should be in your bedroom or in your own privte lavatory.

I am discovered sitting in my easiest chair. It is one of my theories, carefully worked out in my own practice, that making one's toilet should be made not hard work, but an easeful relaxation. That is a great help on the way to beauty.

Beside my chair, on my dressing table or on a small stand or table that can be moved beside me, is a package of absorbent cotton, a toilet bottle of rosewater, a small glass bowl and a jar of some specially good cold cream. On the table also are my face cloths, small, square pieces of cheesecloth or old silk handkerchiefs.

Now I sit down before the mirror, lean back comfortably in my chair and dip the bit of cotton into the cold cream, depositing most of the cream in the places that are the culture spots for wrinkles—that is, between the eyebrows, at the outer corners of the eyes and from the flare of the nostrils to the corners of the lips.

Having done this, I toss into the waste basket the bit of cotton. Then I take a fresh piece, dip it into the jar of cold cream and go carefully over every particle of my face—carefully, but very lightly, for the skin should never be dragged nor drawn by any manipulation. Dragging or drawing the skin of the face makes the very wrinkles which we try so hard to banish.

Always I finish this step of the face washing as soon as I can, for I am invariably revolted by the amount of dust that is removed by the cotton.

Throwing away this second bit of cotton I now select a third clean portion, dip it into the cold cream and apply it to what some have called the corners of the face, but I prefer to call them the crevices or the dark lines. These are the places where the nose meets the cheeks, where the ears are set into the neck, and the hairline, which in some faces that are otherwise clean and dainty might be called the "shadow line."

The lines where the chin meets the neck and the space behind the ears are dust traps and should be closely watched. Special attention should be given them every day. Upon these I place my last coat of cold cream, assiduously soaking up every particle of dust.

I am ready now for the last step in the process; that is, the actual washing, as we usually think of washing with water. The bathroom is the best place for this. But the water in the stationary bowl must be neither too hot nor too cold. The skin should never be exposed to the loosening tendency of the one nor the shock of the other. "Always adopt middle measures" is a good motto for the care of the skin as for most other methods of beauty culture.

I rub a mild castile or a bland toilet soap on my skin or use an almond meal or oatmeal paste for this purpose. From long use I have grown very fond of this: Almond meal, 1 tablespoonful; tincture of benzoin, 4 drops, and enough water to make a thin paste.

I pat the palms of my hands covered with the lather of the soap or with the oatmeal or almond paste, and then rub this on my face. Dipping my hands in the water I bathe the face with long, upward strokes, slow and smooth. These end in the meeting of the finger tips above the eyebrows.

With the softest towel I can get or with one of my cloths I pat my face until it is nearly dry. Then I return to my easy chair, and, leaning comfortably back, pour from the bowl a handful of the tepid rosewater and lightly bathe the face with it. I dip some absorbent cotton into the bowl and go over the face lightly but thoroughly.

This, as any man can tell you, softens the face after a rigorous treatment. Men use it after shaving, and a woman can likewise do it to advantage after washing her face.

The next step is a quick, light anointing of the face with cold cream.

But the face washing is not complete without one last final inspection with a hand glass under the best possible light. If this reveals upon chin or neck any stains I set about removing them at once. A complexion brush is an invaluable adjunct to cleansing a face after a long motor ride or a day's shopping.

Lastly, if there be any blackheads in the skin or any pimples, this is the best time to treat them. With a match or toothpick dipped into ammonia touch the blackheads one by one. With the fingers thrust into dampened bicarbonate of soda touch the pimples. Or, if the pimple is in that stage that immediately precedes its disappearance, then you should touch it lightly with peroxide of hydrogen.

## Household Helps

**For Bitter Tea.**

WHEN tea boils the resultant bitter taste can be removed by putting a little cold water into the pot.

**Lemon for Potatoes.**

A FEW drops of lemon juice added to the water in which old potatoes are boiled will prevent them turning dark.

**In the Silver Box.**

KEEP a bit of charcoal in the box or drawer where silverware is stored to absorb moisture and prevent rust.

**Oil for Pastry.**

INSTEAD of lard or butter for pastry try using a wineglassful of salad oil to each pound of flour. Mix the oil first with a little water and then stir into the flour.

## Tested Fruit Pickle Recipes

*By Mary Lee Swann,*
*Former Principal of the Scudder School of Household Arts.*

**Sweet Pickled Pears.**

FOLLOW the recipe for sweet pickled peaches, using pears in place of peaches.

**Sweet Pickled Blackberries.**

PICK over and wash 2½ pounds of blackberries and drain thoroughly. Dissolve 1½ pounds granulated sugar in 1 cup vinegar, add berries and simmer until thick. Just before the thick stage add cinnamon and cloves to taste.

**Sweet Pickled Figs.**

MAKE a syrup of 2 pounds of sugar, 1 pint of vinegar and 1½ pints of water. Flavor with cinnamon and cloves. Then add 7 pounds of clean, dry figs that are not quite ripe. Boil until figs are tender and nearly transparent. Seal immediately in sterilized jars.

**Pickled Barberries.**

SELECT large bunches of barberries and soak them in salt water for several hours. Drain and pour scalding vinegar, either plain or spiced, over them. Seal in sterilized jars and use for garnishing.

**Sweet Crabapple Pickle.**

WASH 8 pounds of perfect crabapples and dry thoroughly. Prick each apple several times. Mix 4 pounds of sugar with 1 quart of cider vinegar, add a spice bag containing 2-3 cup mixed spices and cook until the syrup begins to thicken. Add apples and cook slowly until tender but not broken. Transfer to sterilized jars, cover with boiling syrup and seal immediately.

**Sweet Pickled Strawberries.**

WASH and stem 2 quarts of fresh, firm strawberries. Add 2 cups of granulated sugar and bring slowly to the boiling point. Add 1 cup vinegar and boil for 10 minutes. Reduce heat and cook just below boiling point 1 hour. Remove berries to sterilized jars. Reduce syrup by boiling until thick and fill jars to overflowing with boiling syrup. Seal immediately.

**Watermelon Pickles.**

SELECT a good ripe melon, cut off the thin green rind and cut the remaining rind into small slices or squares. Soak the rind in salt water, lime water or alum water overnight and in the morning drain thoroughly. For 5 pounds of rind prepare a syrup of 6 pounds of sugar, 1 pint of vinegar, the juice of 1 lemon and spices to taste. Boil the rind in this syrup until tender and transparent—about 1 hour. Seal in sterilized jars.

**Whole Pickled Pears.**

WASH and peel 3 pounds of pears and cut out the blossom ends, leaving the stems. Boil the pears in a quart of water until they can be pierced with a toothpick. Remove the pears and add to the pear juice 2 pounds of sugar, 1 pint of vinegar, 1 stick of cinnamon, a small piece of ginger and a dozen whole cloves. Boil 8 minutes, add pears and boil until syrup is thick. Place the pears carefully in sterlized jars, boil the syrup 5 minutes longer, fill jars to overflowing with boiling syrup and seal immediately.

**Sweet Pickled Peaches.**

BOIL 2 pounds sugar with 1 pint vinegar and a 1-inch stick of cinnamon about ½ hour. Dip peaches (about ½ peck) in hot water and rub quickly with towel. The rubbing will remove the "fur" but will not break the peach unless it is overripe. Stick 3 or 4 cloves into each peach, then cook the peaches in the syrup until tender, using a few of the peaches at a time. Lift peaches to sterlized glass jars, fill to overflowing with boiling syrup and seal.

**Sweet Pickled Cherries.**

WASH large ox-heart cherries, remove pits carefully, trying not to break fruit. Soak 24 hours in mild vinegar, drain and arrange in sterilized jars in alternating layers with granulated sugar. Cover with vinegar and stir gently every day for a week. Use a wooden spatula or spoon for stirring, so that the fruit will not be broken. Let stand for one month and then add to each quart jar 1 teaspoon cherry extract and 1 drop almond extract. Store in cool place.

**Cherry Pickles.**

SEED cherries, place in sterilized jars and pour over them cold spiced vinegar (made with mace and nutmeg tied in a piece of cheesecloth and boiled in the vinegar). Seal with paraffine, brandy paper or egg paper. Set aside for several weeks. A few coriander seeds may be added when preparing the spiced vinegar.

**Sweet Pickled Prunes.**

PICK over and wash carefully 4 pounds of choice prunes. Soak for 24 hours and then steam for 20 minutes. Boil for 10 minutes 2 pounds of sugar, 1 pint of vinegar, 1 ounce cloves, 1 ounce stick cinnamon and ¼ tablespoon ginger. Add the prunes, simmer gently until tender, pour into sterilized jars and seal immediately.

## Health Hints

**For Ringworm.**

PAINT with a 10 per cent alcoholic solution of salicylic acid and tincture of iodine.

**For An Ulcerated Tooth.**

PAINT the gum in the vicinity of the aching tooth with a mixture of equal parts of tincture of aconite and tincture of iodine.

**First Aid for Sprains.**

THE best first aid for sprains is hot water, plunging the injured joint into a pail of it as hot as the skin will bear.

**For Nervous Headache.**

BATHE the head in a solution of menthol in cologne water (five grains to the ounce), being careful to keep it out of the eyes.

## A Novel Fortune Party

A FORTUNE party is great fun because everyone is interested in having fortunes told, says Alice Burrell, author of "The Party Complete."

Send the invitations on cards which show a picture of a witch in high-pointed cap. A black card with a red witch and the invitation written in white ink would be effective. Get half a dozen of your girl friends to come and act as the fortune-telling "witches."

Have the house all in darkness when your guests arrive except for bowls of burning alcohol here and there, which gives a weird, unearthly light.

The "witches" should be dressed in red cloaks and high-peaked caps and should be seated on the floor behind great caldrons in which alcohol is burning. Their faces should be covered with flour to make them look even more strange.

Each "witch" will tell a different kind of fortune. One will read the palms of their guests as they come to her. (There are many books on palmistry in the public libraries which tell how to read palms). Another will tell fortunes according to the month in which one was born. Another "witch" will read a fortune from one's handwriting. And another will have a pan of melted lead which the guest will pour through a key-handle. From the strange shapes which the lead assumes the fortune is read.

A fifth "witch" will tell fortunes by the egg formula. The white of a new-laid egg should be dropped into a glass of cold water. The fortune teller will then translate the meaning of the shapes which the albumen takes.

Give each guest a booklet and pencil before the fortune telling begins. Have him write down in the booklet everything the "witch" has foretold. Then have one of the party read these fortunes aloud and let each one guess whose fortune it is. The one who makes the greatest number of correct guesses receives a prize.

At one "Fortune Party" supper a bowl of walnuts was passed. Within each nut was found a folded bit of blank paper. When held over a candle flame words began to appear. These were all funny little nonsense fortunes. Write the fortunes in lemon juice.

If you are clever at verse-making write a prophesy "Ten Years from To-night," in which you will tell just what lies in store for each guest.

## Appetizing Menus for the Week

| MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY | SUNDAY |
|---|---|---|---|---|---|---|
| *Breakfast* | *Breakfast* | *Breakfast* | *Breakfast* | *Breakfast* | *Breakfast* | *Breakfast* |
| Baked Bananas, Oatmeal, Rolls, Coffee. | Cereal with Dates, Broiled Tomatoes, Coffee. | Stewed Pears, Oatmeal, Muffins, Coffee. | Prunes, Cereal, Creamed Beef on Toast, Coffee. | Grapes, Cereal, Whole Wheat Muffins, Buttered Toast, Coffee. | Cantaloupe, Oatmeal, Toasted Muffins, Poached Eggs, Coffee. | Fruit, Creamed Codfish, Baked Potatoes, Coffee. |
| *Luncheon* | *Luncheon* | *Luncheon* | *Luncheon* | *Luncheon* | *Luncheon* | *Dinner* |
| Egg Croquettes, Cream Sauce, Corn Muffins, Fruit Gelatine. | Corn Chowder, Toasted Crackers, Baked Apples. | Minced Chicken Sandwiches, Radishes, Shortcake, Tea. | Eggplant with Poached Eggs, Tea, Sliced Fruit. | Stuffed Peppers, Savory Sauce, Thin Golden Corn Bread, Fruit, Tea. | Macaroni Rarebits, Celery, Whole Wheat Bread, Stuffed Dates. | Roast Chicken, Corn Bread Stuffing, Creamed Turnips, Buttered Cauliflower, Tomato Salad, Peach Tapioca. |
| *Dinner* | *Dinner* | *Dinner* | *Dinner* | *Dinner* | *Dinner* | *Supper* |
| Cream of Oatmeal Soup, Broiled Meat Balls, Onions, Creamed Potatoes, Pineapple and Grated Cheese Salad, French Dressing. | Calf's Liver in Casserole with Diced Celery, Carrots and Green Peas, Lettuce and Tomato Salad, Gingerbread Squares, Marshmallow Sauce. | Veal Seasoned with Ham, Chives and Parsley, Stewed Potatoes, Heart Lettuce Salad, String Beans, Fruit Puddings, Hard Sauce. | Breaded Chops, Fried Potatoes, Peas, Buttered Beets, Lettuce Salad, Hot Water Sponge Cake, Caramel Cup Custards. | Planked Fish, Butter Souce, Creamed Potato Border, Peas, Tomatoes, Cucumber Salad, Cookies, Coffee. | Chicken Soup, Hamburg Steak, Soubise Sauce, Lima Beans, Steamed Squash, Baked Apples. | Lettuce and Sardine Sandwiches, Sliced Fruit, Cocoa. |

## Beauty's Question Box

KINDLY advise me what to do about reducing my bust. I am twenty-eight, weigh 135 pounds and am five feet two inches tall.—G. H. W.

I am not in favor of any of the more drastic remedies to reduce the bust, because they are likely to cause serious local trouble in the mammarial glands and may sometimes even affect the heart. Your weight is not excessive, but if you insist on trying to reduce your bust the simplest thing I would advise is to bathe that region daily for five minutes in extremely cold and very salty water. This will contract the skin and gradually diminish the amount of superfluous fatty tissue.

MY teeth are badly discolored and yet I have no time to go to a dentist and have them cleaned. Please tell me what I should do for them.—C. C. F.

Brush your teeth thoroughly at least once a day with this powder:

| | |
|---|---|
| Sugar of milk | 200 grams |
| Powdered catechu | 3 grams |
| Oil of peppermint | 4 drops |
| Oil of anise | 4 drops |
| Oil of orange flower | 4 drops |

Pour into the sugar of milk a few drops of alcohol. Add the catechu, stirring it all thoroughly. Then sift through a thin cloth and sprinkle the oil of peppermint, the oil of anise and the oil of orange flower into this powder.

MY hair has come out terribly ever since I had the "flu," and it is now graying rapidly, although I am only thirty. I have dandruff, also. What should I do for it?—MRS. A. B.

Your hair cannot grow while the dandruff chokes up the sebaceous glands, so the first thing to do is to shampoo the scalp once a week with castile soap and warm water. Afterward apply this simple remedy for falling hair:

| | |
|---|---|
| Oil of sweet almonds | 2 ounces |
| Alcohol | 2 gills |
| Aqua ammonia | 2 ounces |
| Good whiskey or rum | 4 ounces |
| Gum camphor | ¼ ounce |

To overcome that graying tendency you should massage into the scalp on alternate weeks the following:

| | |
|---|---|
| Sulphur | 2 ounces |
| Bay rum | 8 ounces |

# Furs, The Feminine Heart's Desire

Many a woman who covets nothing else in the way of worldly possessions looks with longing eyes upon luxurious furs. She may cherish a Spartan disregard for other expensive luxuries, but a fur coat makes an almost irresistible appeal to her.

She is aware of all its drawbacks. She knows that a good fur coat is costly, not only as to the orignal purchase price but as to the repairs which will eventually have to be made, that it will be a burden in the mild weather into which our changeable climate so frequently lapses even in the midst of winter, that a long fur coat is always a heavy weight to carry on one's shoulders, but it is, nevertheless consumedly the desire of her eyes.

Joy can go no further in her estimation than to be wrapped in furs when the wind blows cold and blustering and to feel that she not only is warm but looks warm.

**CHEAP PELTS DISAPPEAR**

The woman bent on a fur coat in these times also tells herself that with the prevailing high prices of woollen coats a fur garment will cost but little more, at any rate not more than twice as much and will look well twice as long.

Furs of all grades have grown in expense during the last year and perhaps that is why one sees so little use made this season of the mysterious cheap pelts whose ancestry was scarcely whispered about, much less acknowledged.

At one time such pelts were in fairly good standing with the feminine public, especially for the rough and ready walking coat. Even the faithful and innocent rabbit has passed beyond the fashionable ken, though it is doubtless masquerading under some other name.

Smart coats of moderate cost are developed in marmot, nutria and natural muskrat. On a rising price scale one must jump next to Hudson seal, gray or dyed squirrel, Scotch mole karakul and from there to the soaring prices of Eastern mink and broadtail.

**MINK GAINS POPULARITY**

Mink seems to have entered on a renewed epoch of popularity, but mink which is a fur of a new order without a vestige of the reddish cast which used to be its most notable characteristic. It is now dyed a rich, deep brown and is quite as beautiful as sable.

It is at its best fashioned into three-quarter length wraps in which the skins are skilfully manipulated so that the dark stripes follow the designer's scheme. Occasionally a long mink wrap is bordered by a fringe of tails.

These garments and similar ones in sable, in spite of the costliness of the pelts, are contrived with the utmost luxurious ampleness. In fact, this is true of all the long fur wraps, coat, caps or mantle, that there is no niggardliness of skins.

Variations of the mantle are perhaps more popular then coats but both agree in being as a rule rather narrow at the hem and full through the center though this result is accomplished without clumsiness.

Of course seal, broadtails, mole, Persian lamb and karakul are more easily draped and manipulated than the thicker pelts, though any woman who is the privileged owner of a mink sable or kolinsky coat is perfectly willing to resemble a barrel.

Gray squirrel is tremendously in evidence for coats, capes and a variety of wraps. This fur is dark and beautifully toned, but owing to the modishness of brown furs squirrel is frequently dyed sable.

Fur coats have entirely discarded belts, which is a thing to be grateful for. Hudson seal is unquestionably in the first rank of favor for coats and is usually guiltless of a trimming of contrasting fur, which also makes for effectiveness. Alaska seal coats are being offered by one of the well known furriers at about double the price of Hudson seal.

Persian lamb is, like mink, one of the revived furs, but broadtail and karakul have had a continuously modish existence. Persian lamb and broadtail coats and capes are improved usually by the addition of a collar of chinchilla or other suitably contrasting fur.

One of the most attractive fancies of the season has been for matural karakul. This silky fur in the lovely soft tan of the matural pelt is fastened into exquisite warps, collared and bordered usually with fox dyed to match exactly in tone.

**MOLE IS POPULAR**

Mole is very popular and is worked with almost as much elaboration as if it were velvet. One curious mole coat fits closely at the shoulders and in the high flaring collar. From just above the elbow this garment continues to the hem in a series of folds. Two small finlike sleeves extend from below the topmost fold.

An immense circular cape in mole mounts one ruffle upon another from elbow to hem, and is topped by a huge taupe fox collar.

A freakish but fascinating wrap in Hudson seal has an immense collar and wide borders for its long wing sleeves of chipmunk skins, but as a rule the really handsome fur coat of the season avoids eccentricity as it would the plague.

This is so much the prevailing feeling that collars and cuffs of contrasting furs are reserved for the short coat or the more or less frivolus coatee.

# Salvaging The Young

By Dr. Wm. A. McKeever

The blighting of a young life is one of the world's greatest tragedies.

Whenever I see a fourteen-year-old out of school, I am assured that he has a sick soul.

The youth whose growth is stopped through non-attendance at school is quite as unable to diagnose his case as the one who is suffering from a serious physical malady.

The greatest wrong which a State can possibly commit against the young is to neglect to keep them in some kind of school until at least the age of eighteen is reached.

Recently I stood before a so-called vocational school of seventy young souls whom the State of Indiana, through its wise new law, had forced to come in and be redeemed by further direction of their lives.

The youth who makes even mere passing grades and stays in school as a sort of witness, is unconsciously absorbing higher ideals and plans for his life and is therefore making a substantial growth.

Indiana has said substantially to her young school truants: We will force you to come back into school, but when you arrive we shall search heaven and earth to find out what you like and teach you that.

Scarcely one of the young seventy of the vocational school just opening, who sat before me was a willing attendant there, or had yet any clear understanding of what the strong arm of the State meant to do with him or for him.

Rather than make a sort of rummage sale of fourteen-year-olds who have quit school—peddling them out to the highest bidder for their mere employment—the State of Indiana has begun upon a most promising scheme of salvaging its young human driftwood.

Every youth fourteen to sixteen, and not a graduate of the eighth grade, must now either enter a so-called vocational school or obtain a certificate of justifiable absence from the local superintendent of schools. Under this new law the Hoosier State is setting a worthy pattern for the nation.

Nearly all the toughs and criminals are recruited from the young unrestrained drifters and school quitters. As social conditions now stand without enforced further development their case is pathetically hopeless.

Use every honest scheme of which a parent can conceive to force your truant fourteen-year-old into a night school, a continuation school or a vocational school. Keep him learning something, keep him growing. If your boy can learn to mix mortar or carve with a jack knife while he sits daily in the council of wise teachers and genial class mates—that is a very good and helpful school.

Next to having a worthy ambition of his own—which is really very contagious—your boy will do exceedingly will to associate daily with those who are at work upon plans and specifications for a progressive career. Even a poor teacher is always a better counselor for a youth than the riff-raff with whom he is likely to mingle if he drifts away from the class room.

Your truant and delinquent young son after a short term in one of the valuable types of salvage school named above, is practically certain to become a sort of new creature. The self discovery, the awakening interest in something worth while, the vision of a possible career of real merit—the boy's redemption will come in some such ways as these and probably bring tears of joy to your weary eyes.

Nothing else by way of satisfaction can quite equal this for a parent, to be able to say in truth, 'My son, who was lost from the way of growth and happy unfoldment, is now found and is being lead on into a manly career."

# Bobbie And His Pa

By William F. Kirk

Pa was reeding a book last nite and every onst in a wile he wud hit hisself on the knee and say Quite so I always thot that!

About what are you reeding about? sed Ma.

I am reeding, sed Pa, the work of one of the gratest riters that ever slammed the keys of a tipewriter, sed Pa, Mister Vollytair.

That sounds like a French naim, sed Ma.

It is, sed Pa, Mister Vollytair was a fine French riter. I knew wen he was a little boy that he wud make his mark sum day, sed Pa.

Did you know him wen he was little? sed Ma.

We used to play together, sed Pa. Him and me was pals. We studied grammar together, sed Pa.

You doant tell me, sed Ma. I thought Vollytair lived beefoar the French Revollushun.

Well, anyway, sed Pa, this man Vollytair and me wud have been grate chums, we have so much in common, Pa sed, in the way in wich we used our brains thinking out grate thots, Pa sed.

It is toob ad you cuddant have been frends, sed Ma. I wonder how he wud have liked sum of yure old pals the Sun Dodgers, sed Ma.

He wud have liked them O. K., sed Pa. Thay was all thinkers like him. I can hear them yet, sed Pa. telling the things thay was thinking. I can heer them saying I think I will stay down town a littel longer, or I think I will have a littel of the salm. Thinking, thinking, thinking, sed Pa. that was the favorit sport of Our Set, Pa sed. Mister Vollytair wud have fitted in grand with them.

I do not beleeve a truly grate man like that wud have cared for sum of yure frends, sed Ma. A man that dreemed grate dreems wuddent have cared much for three cushun bilyards, sed Ma, or Freeze Out.

What is Freeze Out? I sed to Ma.

It is two (2) things, sed Ma, a gaim of cards and living in a flat.

Pa sed ware Mister Vollytair lived thare wasent any flats and ware he lives now thare prubly isent any Freeze Out.

# 'Wangle'—A New Word

**Learn What It Means**

Everybody enjoys a new word, particularly if in sound it seems not only pleasant to the ear, but suggestive of what it stands for.

Wars have always been productive of new words and phrases. Skedaddle, which is one of the most impressive words in the American language, was born of the strife between the North and the South.

A genuinely new addition to expressions of the world war has just come, via cable, as a part of the comment of the London Evening Standard on the refusal of Admiral Sims to accept the naval decoration conferred on him.

The London editor asserts that war decorations in England have been much too freely bestowed, and adds:

"In the army the Victoria Cross is the only decoration which is admittedly above suspicion of a wangle."

An interesting word is "wangle." It must have had its birth in the mind of Lewis Carroll and found place in his famous hunt for the snark.

But it has a real being and a genuine meaning. It is an army term for getting what one wants when one wants it, and not being too particular how it is obtained.

You might say, for instance, that there is suspicion of a wangle in the efforts of the profiteers.

New words are always interesting. "Wangle" is no exception.


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# AUTOMOBILES

SHANGHAI, SUNDAY, FEBRUARY 8, 1920

## *Evolution Of Tire In 50 Years Sees Change From Steel To Inner Tube After Solid Rubber Variety Fails*

### Manufacture Now At Point Where Inner Tube, Made Of Rubber, Though Stretched To Seven Times Its Own Length, Will Return To Original Size Because Of Treatment

Ever since the first ox-cart ground its wheels against solid earth, vehicle-makers have been face to face with the tire problem. First, as a protection to the wheel itself; later, as speed became a more vital element in transportation, as a protection to the load, as well as to the wheel.

For centuries steel tires seemed to be the only solution for the heavy strains of wagon-hauling, but for passenger service, steel was at best only a makeshift; thus, greater resilience and better cushioning became the goal of tire builders.

With this idea in view, many and various kinds of tires have been developed and many especially within the last fifty years have involved the conception of the use of rubber.

The early rubber tires were made of solid rubber. Their principal differences being only in the way they were fastened to the rim, or variations in size and shape; for instance, some were built in sections to avoid vibrations.

**SPONGY CORE**

Then came the solid rubber tire that was either hollow or in the center contained a porous or spongy core of soft rubber. But this tire was not a success, because it was discovered that the rubber cracked and broke down along the side-wall. The tire gave good service for a time but soon wore out. Something was needed which would act as a re-enforcement which would hold up the tire, and permit it to retain its cushioning powers.

Some tire-makers tried to put springs on the inside of the hollow tire, but this arrangement did not distribute the strain evenly; the springs cut the rubber, broke, or became unserviceable themselves, and altogether failed to satisfy the purpose for which they were intended.

**COMPRESSED AIR CUSHIONING**

No spring could be found, or has been found since, which would evenly distribute the strain on the tire. At last the idea was conceived of using compressed air as a cushion in the tire and from this idea has developed the present pneumatic tire.

It was found that air would evenly distribute the strain and also would re-enforce the tire; but merely conceiving the idea of using compressed air did not solve the problem—something had to be found which would hold air.

No method has ever been found to make the casing strong enough to carry heavy loads and at the same time be air tight. Rubber for casings must be heavily compounded to resist the abrasion of the road. In addition, there must be some other material used with the rubber of the casing to give it strength, because even heavily compounded rubber is not in itself strong enough to stand great strains of heavy loads.

Results have established cotton fabric or strong cotton cords as the proper material to use with heavy compounded rubber in building a strong casing; but in so building a casing for wear and tear, the combination of rubber and fabric does not produce a very good air container.

Air could be pumped into any casing, but it would leak out unless some adequate means were contrived to hold it in. Furthermore, the puncturing of such a casing would involve a road-side repair that would be practically impossible.

One cannot put a "plug" in a heavy automobile casing, similar to the plug used to repair a puncture in a single tube bicycle tire. Consequently, since proper inflation is so essential to good tire service, it was necessary to have a separate air container.

The logical answer was the inner tube, and its sole purpose was—and still is—to hold air and hold it permanently.

**TUBE MUST BE OF RUBBER**

As soon as it was evident that an inner tube was necessary to act as an air container, the question arose as to what material should be used in making the tube.

A number of possible materials readily suggested themselves; but each had some drawback; for instance, probably the best air container could have been made from thin flexible steel, but steel would not stretch. When inflated, it would fit only one size casing, and even then would not be the least bit resilient.

Fabric and leather might bend and flex sufficiently but cloth is not a good air container, and leather would stretch and become permanently distorted.

It was necessary to have some material which would not only hold air but would also be so elastic that the tube would yield to bumps without being permanently distorted, and would also stretch to fit the casing perfectly.

After a careful process of elimination, rubber was found to be the only material which even slightly met these requirements.

**LEAKAGE PROBLEMS**

But even in using rubber for inner tubes, there are certain serious physical and chemical difficulties to overcome, before it will make a perfect inner tube.

In the first place, crude rubber is ductile but not sufficiently elastic. It will stretch but will not relax to its original position. It must first be treated in some manner so that the tube will have the necessary elasticity.

In the second place, due to the constant flexing and high air pressure, considerable heat is generated in a tire, when in use, and the inner tube must be able to withstand this heat. It must be so constructed, that it will not melt or stick to the inside of the casing, and so that it will retain its shape and continue to hold air.

But the greatest difficulty to overcome lies in the fact that rubber is not a good air container.

In the first place, rubber is naturally porous and permits of air leakage through tiny holes; this is a physical leakage, known as "leakage through diffusion."

More serious still is the tendency of rubber to assimilate air-like plants, assimilate gases, and permit the air to pass out through the wall of the tube. This is a chemical leakage known as leakage through permeation.

There is yet another problem which tube-makers must face in making a rubber air container. It is evident, since the tube must be inflated from time to time, that some means must be provided through which the air can be pumped into the tube. In other words, there must be a valve and this valve must be applied to the tube in such a way that it will not leak, nor tear off, and so that the strain on the rubber about the valve will be distributed, and not localised, thus making for a weak spot at that point in the tube.

These are the problems that face the manufacturer who intends to make a perfect air retainer out of rubber, and it is only the manufacturer who realises these difficulties, and sets about to solve them in an efficient and scientific manner, that can hope to produce an automobile tube that will really approach a perfect air retainer.

To overcome these difficulties it is necessary that the best quality of rubber grown, be used.

The first operation is to see that the rubber is thoroughly washed and all foreign substance removed.

As has been said before, rubber in this condition is rather more ductile than elastic. In order to solve the first problem then, that of endowing rubber with elasticity, it is necessary to see that the rubber is properly prepared for vulcanisation, because it is only by being properly cured that rubber obtains proper elasticity.

That Goodyear has solved this problem completely is proved by the fact that an inch of tube can be readily stretched to more than seven times its own length, and will return to its original length.

**CHEMICAL ASSIMILATION**

Even more difficult is the selection of the proper ingredients to eliminate the tendency of the air to leak through the rubber by permeation or a chemical assimilation.

This subtle leakage is best illustrated by the action of sugar in water. If a glassful of water is taken and a couple of teaspoonfuls of sugar put into it, the sugar will melt in the water without increasing the volume of the water in the least.

If one can imagine the sugar having the nature of a gas and passing out from the water into the air, it will readily be understood what is meant by permeation of air through rubber.

The rubber assimilates the air very much like sugar melts into water and it is only natural that the air pressure on the inside of the tube causes the air, which is assimilated into the rubber, to pass out on the outside wall of the tube.

Knowing that this process actually takes place, one can appreciate that it takes years of experience to be able to combat successfully this tendency in rubber.

The other form of leakage, known as leakage through diffusion, or through mechanical defects, is combated in the laminated method of building tubes.

No matter how carefully rubber is washed and calendered, it will be found under the microscope to contain many tiny holes. These holes are invisible to the naked eye, but they are there just the same and, if not eliminated, will result in a slow leaking tube.

By building up tubes layer upon layer until the proper thickness is obtained, these defects in the rubber are entirely eliminated. The sheets are so thin and there are so many of them that the microscope holes in one layer are filled up in vulcanisation by the rubber from the layers immediately above and below.

**CRISS-CROSS GRAIN**

After the tube is cured, it is impossible for a single "pin hole" to exist, even to the thickness of a single layer. Being built layer upon layer these tubes have a criss-cross grain. This means that if the tube is punctured there is only a small hole. These tubes will not rip when punctured.

Knowing that rubber is naturally porous, compare this costly method of construction, which necessitates the running of a tube through the calender from six to fourteen times to get a perfect tube with the cheap tube-machine method that turns out tubes like sausages.

To appreciate properly why these tubes are the biggest selling tubes on the market, it is necessary to have a complete understanding of the foregoing problems of tube construction and a knowledge of how they are overcome. A good tube is really a more intricate problem of manufacture than a good casing.

Before any Goodyear tube leaves the factory, it must undergo a twenty-four hours' test to prove that it is a good air retainer.

### FOOD BY AIRPLANE

During the three months ended December 31, 1919, 36,233,821 pounds of Army food supplies for distribution to the public over the entire country were shipped from the various supply bases as mail matter through the railway mail service.

## *Pfeffer Says New 'Six' Will Be Different Car*

C. A. Pfeffer, vice-president and treasurer of the Saxon Motor Car Corporation, when asked if the next year's model would be different in design from the present Saxon model, said:

"Yes, but not freakish. Not one untried engineering principle has been incorporated in the design. However, it is a car that will be as keen in performance in the hands of the owner the first day as it will be six months later.

"The big idea back of the design is a 100 percent foolproof car. By that I mean a car that when sold does not return to the service station with inconvenience to owner and dealer alike. This kind of a car, plus great economy from present day fuel, is the motorists' ideal car. The financial reorganisation of the company having been completed places the company in a position to take full advantage of the big demand for cars in 1920."

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Carbon Deposits can be removed easily and safely by using Johnson's Carbon Remover. No need to lay up your motor car when you follow this satisfactory method. After one application your car will run as it did the first 500 miles, and you will secure maximum power and speed from the minimum amount of fuel.

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is a harmless liquid to be poured or squirted into the cylinders. Contains no acids and does not affect lubrication or interfere with the oil in the crank case. It is widely used.

Johnson's Carbon Remover cures 80% of engine troubles. It increases power, improves acceleration, quiets your motor, saves your batteries, lessens your repair bills and reduces your consumption of petrol and oil.

No mechanical experience is necessary to use Johnson's Carbon Remover. You, yourself, can obtain satisfactory results in five minutes. See your dealer today. Get a tin of Johnson's Carbon Remover and learn for yourself just how easy the Easy Way is.

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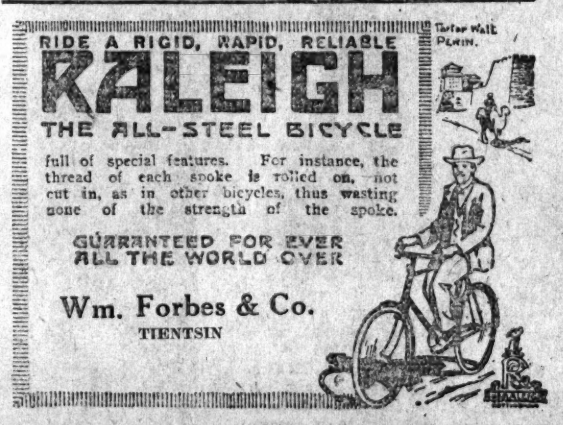
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First to build removable truck tires—
First to build the cup cushion truck tire—
First to build a complete line of tires for all commercial vehicles—
First to build a successful giant truck tire—
First with the grooved tread giant truck tire—
First with a practical, efficient giant cord tire equipment, including demountable rims.
First to establish 500 dealers with hydraulic presses and service facilities in leading cities throughout the United States.
The only manufacturer that makes the tire and rim complete.
*Result*—

## Half the truck tonnage of America is carried on Firestone Tires

SOLE AGENTS
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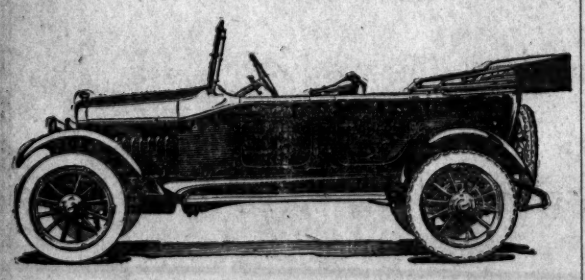

REAL beauty in a motor car is more than enamel deep It is the reflected character of the men that make it. Nowhere is the class of workmanship reflected more than in the beauty of the present Maxwell Motor Car.

Many have thought it an entirely new model. It is just the same Maxwell, reflecting a few more of many refinements that have been added to Maxwell Cars.

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LIBERAL CONDITIONS AND MODERATE RATES

# America Wins High Honors In 1919 World Of Aviation

## NC-4 Is First To Cross Atlantic; Continent Is Crossed; British Win In Non-Stop Flights

The Atlantic Ocean was successfully crossed four times by aircraft the last year without the loss of a single life.

This is the outstanding achievement of aviation during 1919, according to a chronological list of commercial accomplishments issued by the Manufacturers' Aircraft Association. According to the list, the North and South poles are practically the only places on the earth's surface over which an airplane has yet to fly.

Another remarkable performance was the flight of Captain Ross Smith from London to Australia, a distance of 11,500 miles. This flight was over some territory on which no white man has ever set foot. After flying ten thousand miles, the aviator was compelled to fly from Bandoeng, Java, to Port Darwin, Australia, a distance of 1,700 miles, over sea.

**FOREST FIRES ARE WATCHED**

The year has seen the establishment of an aerial forest fire patrol in which a total of 235,724 miles has been flown in 2,872 hours. During this time the airplanes engaged have been instrumental in putting out 570 dangerous fires and saving millions of dollars' worth of property.

The last year has been the most remarkable in the development of aviation. New world's records have been established in every branch of flying. Of these records several have been won in America, including the world's altitude record for pilot alone, for pilot and one passenger, for seaplane, the duration record, for both heavier and lighter than air craft, the non-stop distance record for non-rigid airships and the record for speed.

**AIR AVIATION CHRONOLOGY**

The following chronology shows some of the outstanding performances during the year:

January 6 (transcontinental pathfinding tour)—Four army Curtiss J. N. 4-H. (Hispano-Suiza) airplanes complete 4,000-mile flight in fifty flying hours. Aerial photographs and maps taken and aerial mail routes and landing fields selected.

January 12 (Rockaway to Key West)—United States dirigible C1 flies 1,450 miles.

January 17—Navy airplane successfully launched from dirigible in flight.

February 1—Endurance flight, Cape May, N. J., Goodyear airship flies thirty-three hours. Assuming average speed to have been forty miles an hour, approximately 1,320 miles were flown.

February 12—Looping record. Lieutenant B. W. Maynard, test pilot at American assembly plant, Ramorantin, France, loops 318 times in British Sopwith Camel without losing altitude.

February 13—British non-rigid airship N. S. 11 patrols North Sea for four days, four hours and fifty minutes with crew of ten.

February 13—London-Paris flight. Airco DH-4 airplane flies from London to Paris in one hour and fifty minutes.

February 19.—Lieutenant E. E. Harmon, piloting a Lepere biplane, 400 horsepower Liberty engine, flies from Mineola, L. I., to Washington in eighty-five minutes.

February 21—American speed record — Thomas - Morse scout, equipped with 300 horsepower Hispano-Suiza motor, attains speed of 162 2-3 miles an hour at Ithaca.

March 1—French air mail service established between Paris, Bordeaux and Marseilles.

March 2—Italian air mail service established between Padua, Italy, and Vienna, Austria, 304 miles.

March 3—First Canada-U. S. air mail. W. E. Boeing in a Boeing seaplane flies from Vancouver, B. C., to Seattle, 200 miles, under authorisation of Canadian and United States post-offices.

**RADIO TELEPHONE USED**

March 20.—Secretary of Navy Daniels talks by radio telephone to pilot in seaplane flying 150 miles distant.

March 22.—Three DH-4 airplanes, piloted by army flyers, cross Sierra Nevada Mountains at an altitude of 14,000 feet, flying from Mather Field, Sacramento, Calif., to Carson City, Nev., in 85 minutes, as compared with average train time of 9½ hours.

April 4.—Lieutenant Cortinez, Chilean army, crosses Andes Mountains at an altitude of 19,800 feet with British Bristol monoplane.

April 16.—Major T. C. Macauley in DH-4 biplane arrives at Southern Field, Americus, Ga., from San Diego, Calif., distance of 2,400 miles in 19 hours' flying time, completing round-trip 'cross-continent flight in 44 hours and 15 minutes' flying time.

April 19.—Captain E. F. White in DH-4 makes first non-stop flight retaining an average speed of 106 miles an hour for the 727 miles.

**NEW DURATION RECORD**

April 26.—World duration record, U. S. naval F-5-L flying boat remaining in air 20 hours and 19 minutes with crew of four; 1,250 nautical miles covered.

April 26.—Final speed tests on Curtiss Wasp (triplane) at Garden City show 160.1 to 162 miles per hour with full military load.

May 5.—French machine climbs to altitude of 4,860 meters with twenty-four passengers.

May 8.—Departure of NC-1, NC-3 and NC-4 from Rockaway Beach, L. I., on first leg of trans-atlantic flight.

May 14.—U. S. Navy dirigible C-5 makes record flight of 1,115 miles from Montauk Point, L. I., to St. John's, N. F., in 25 hours and 40 minutes on first leg of trans-Atlantic flight. Severe storm after landing tears dirigible from its moorings and carries it out to sea, where it is lost.

May 15.—U. S. air mail service established between Chicago and Cleveland.

May 18.—Harry G. Hawker and Lieutenant Commander Kenneth Mackenzie Grieve attempt trans-Atlantic flight in Sopwith biplane equipped with 375-horsepower Rolls-Royce motor. Motor trouble develops 1,200 miles out from Newfoundland. Machine forced down near passing steamer. Pilot and observer rescued.

May 19.—Three-engined Caproni, with crew of eight, makes non-stop flight from Turin, Italy, to London, England, 600 miles.

May 23.—Army dirigible A-4, piloted by James Shade, lands on roof of Cleveland hotel.

May 27.—First trans-Atlantic flight; U. S. Navy NC-4, flying boat, completes trans-Atlantic flight, arriving at Lisbon, Portugal.

June 1.—Organisation of the first airplane forest fire patrol over Cleveland National Forest, California. Curtiss JN-4-D army planes used until longer range required substitution of American built DH-4 battle planes. Army Air Service pilots detached to Bureau of Forestry through Department of Agriculture.

**HONORS FOR WOMAN FLYER**

June 1.—Baroness de la Roche, in France, ascends 12,870 feet in single motored G-3 Caudron, breaking world's altitude record for women.

June 14.—First non-stop trans-Atlantic flight; Captain John Alcock, pilot, and Lieutenant Arthur Whitten Brown, navigator, complete first non-stop flight across Atlantic Ocean in 15 hours and 57 minutes. Best steamship time, 4 days, 10 hours and 41 minutes for same distance.

July 5.—Farman biplane Goliath makes non-stop flight from Paris to Sakar, Morocco, carrying eleven passengers. Total distance of flight, 1,700 miles; average speed, 100 miles an hour.

July 6.—First trans-Atlantic dirigible flight. British super-dirigible R-34 lands at Roosevelt Field, L. I., completing first leg of its successful round trip flight from England to America.

July 24.—"Round the Rim" flight. Lieutenant Colonel R. L. Hartz and Lieutenant E. E. Harmon in a Martin bomber start from Bolling Field, Washington, D. C. Complete circuit of United States, covering 9,823 miles. Flight completed November 9.

July 31.—New American altitude record. Roland Rohlfs in Curtiss Wasp (triplane) ascends 30,400 feet.

August 2.—"Tex" Marshall, in Thomas-Morse plane, makes record from altitude of 17,000 feet when he glides 35 miles.

August 11.—Paris to Morocco. Farman Goliath, carrying ten passengers, makes 1,116 miles in 16 hours, 20 minutes.

**MAIL DELIVERED AT SEA**

August 14.—First mail delivered by flying boat to steamer at sea. C. J. Zimmerman, test pilot, in Aeromarine flying boat, drops bag of mail on forward deck of White Star liner Adriatic an hour and a half after she leaves her pier in New York.

August 25-29.—Curtiss Griole takes first prize for speed and reliability among commercial machines in New York-Toronto air race.

September 18.—Official altitude record. Roland Rohlfs climbs 3,910 feet in Curtiss Wasp equipped with Curtiss K-12 400-horsepower motor. This test was made without the aid of supercharger or special fuel. This reading is without air temperature correction, which is understood to be identical with the method of computing the record of 33,100 feet claimed by Lieutenant Casale. With every correction made Rohlf's altitude is officially given by the Bureau of Standards as 32,450 feet. In the absence of corrections of the Casale report the world's altitude record is therefore claimed by Rohlfs.

September 29.—New hydro-monoplane altitude record—Caleb S. Bragg, with passenger, makes new world altitude record of 18,500 feet in Loening 300-horsepower Hispano-Suiza monoplane.

October 14 to December 10.—London to Australia, 11,500 miles. Four machines enter; trip carries pilots over three continents and many seas with 1,750 mile hop at the end of the journey, from Bandoeng, Java, to Port Darwin, North Australia, Captain Ross Smith in a Vickers-Vimy-Rolls biplane left London November 12; arrived at Port Darwin December 10.

October 17.—Japan appropriates the equivalent of $125,000,000 for air service. Great Britain makes thrice that appropriation; France twice as much and Italy approximately the same amount. Brazil appropriates $25,000,000.

October 8.—Start of first trans-continental airplane race between New York and San Francisco and return, distance 5,402 air miles; sixty-seven airplanes competing. Lieutenant Belvin W. Maynard, the famous "Flying Parson," covered the entire distance in ten days, four hours, including three days' stop-over in San Francisco. Lieutenant Alexander Pierson covered the 5,400 miles in forty-eight hours' actual flying time.

October 24.—Curtiss Eagle, eight-passenger aerial liner, first American three-motored commercial machine, makes eighty-two flights on ten-day visit to Washington, carrying in all 476 persons.

December 2.—Air Mail Speed Record—An L-W-F remodelled D-H mail plane, equipped with two Hall-Scott motors, establishes a new speed record from Washington to Belmont Park, L. I., in one hour and thirty-four minutes. Distance flown, 218 miles; 30,000 letters, weighing 600 pounds, included in cargo.


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# What Good Roads Have Done For New York

An analysis of highway-work in the State of New York during 21 years ending with 1919, made by H. Eltinge Breed, formerly first deputy commissioner of highways, and printed in The Engineering News-Record (New York), concludes with a statement of what the work has meant for the development of the State.

New York spent during the period in question nearly one hundred and thirty millions on highways. Some of this was wasted, much was spent in costly experiment, but Mr. Breed is of opinion that on the whole the State has had its money's worth.

Where success has been achieved, says Mr. Breed, it has been through zeal for public welfare and the good-roads movement, through hard work, honesty, and efficiency, and application of the scientific spirit to every detail. Failures have occurred sometimes through errors of judgment; often through shortness of vision in anticipating needs of the future.

Where fraud, extravagance, and superficiality have been deliberate there is less occasion to pillory the offenders, he believes, than to blame the public conscience which condones the offenses. Just so long as the public permits its great works to be matters of partisan politics, just so long it will have to tolerate methods and results that would be scorned by any reputable private enterprise.

**PUBLIC IS BLAMED**

Whatever blame falls is not upon the public conscience back of them. To quote his concluding passage:

"It would be unjust and misleading to formulate in dollars the worth of what we have today, strong as is the temptation to do so. Too many undetermined factors enter into such an appraisal to give it validity. This much, however, is definite: For our $130,000,000 we have only 1,092 miles of durable pavement. The average life of the semidurable or non-durable types which comprise more than 5,820 of our remaining miles is not more than five years, at nominal maintenance.

"Most of these roads have already passed that age, and are kept in service only through excessive maintenance. That is a poor return for our investment. We can, and must, get far better results from future expenditures. But the depreciation must not blind us to the benefits we have gained. Highways are means to ends in themselves, although built at exorbitant cost, they have served their purposes well.

**LAND VALUES INCREASED**

"They have given to people and products greater freedom of movement. What that has meant in life, liberty, and the pursuit of prosperity can be faintly surmised from the howl that goes up whenever a mile of road is shut off for repairs. It can not be estimated in dollar values.

"The highways have enhanced land values wherever they have been built. Farm-lands contiguous to improved roads have increased in value from ten dollars an acre to thirty dollars an acre. In New York State, between 1890 and 1900, the decrease in farm values was approximately eighty million dollars. The United States census shows that between 1900 and 1910 there was an increase along improved roads in New York State of $381,758,000 when only $36,200,000 had been spent for improvement. This pertains only to rural districts. The increase in value of land adjacent to cities and towns is apparent as soon as highways are improved. In some parts of Westchester County, which is just north of New York City, land values along improved roads have gone up two hundred percent within a year after the road was built.

**ENCOURAGED TRAVEL**

"They have encouraged travel. The census of foreign cars, those from other States, taken in New York State in August, 1917, shows 1,955 foreign cars in and out of our State daily on four routes. This average would hold up through July, August, and September—i.e., ninety days, which, multiplied by 978 cars (one-half of those in and out) would give 88,020 cars during the season on these four connections. Allowing an average of four passengers to a car, this would mean 352,080 persons coming into the State. At an expenditure of $5 a day a piece—too little, as any tourist knows—that would mean a yearly gross income to the State of $7,041,600 for an average stay of four days. There are nineteen other routes, all bringing tourists. The income from this source shows partly why good roads pay.

**AID TO FARMER**

"Advantages to the farmer from our roads have been expatiated upon—better market facilities, lower freight-rates, no idle teams, and so forth and so forth. Certain it is that the banks show a large balance to the credit of New York State farmers. How much of this is due to improved highways makes interesting speculation.

"We might have had more and better highways for our money; in many cases we should have had them. Yet our investment has probably added proportionately as much to the welfare of the State and its people as any other amount expended hitherto upon public works."

## RECORD PRODUCTION

At the beginning of the 1918-1919 fiscal year the factory of The Goodyear Tire and Rubber Company, Akron, Okron, Ohio, was asked to produce 6,000,000 automobile tires during the year. Actually the Goodyear production for the year will run about 6,250,000 tires, and even this prodigious number is not large enough to fill the present demand.

## *Crosses America Without Spare Tire*

There are probably few people who would attempt to cross the continent in an automobile without a spare tire or a spare tube for use in an emergency, but to J. H. Tierney, of New York, the thought of using any other tires than the ones already on his new car, never occurred.

Having decided to go to Los Angeles, Calif., and not being able to secure a new car at the New York agency, he took the train for Buffalo, where he bought a new Franklin car, and with his wife and a friend, started for the west.

Upon arrival at Los Angeles all of the four Goodyear tires on the car still contained the air that had been pumped in at Buffalo, not a single instance of tire trouble having occurred on the 3,000 trip.

## FARMERS AND TRUCKS

Statistics compiled by the Goodyear Tire and Rubber Co., Akron O, show there are approximately 6,000,000 farmers in America and only 78,000 motor trucks on the farms. On these figures it is said there are 2,500,000 truck prospects. Assuming that 200,000 bought trucks within the year it would be equivalent to the sale of 1,000 trucks by every manufacturer in the country.


Let us introduce to your notice the

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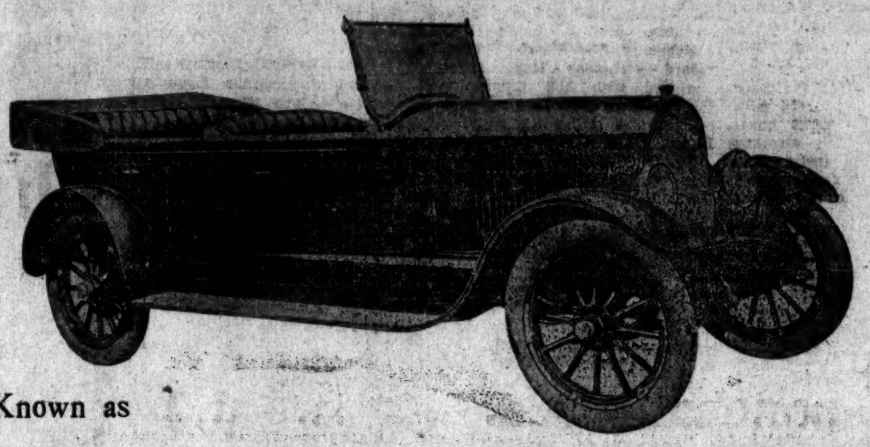
*Ultra-4-Forty*

FIVE-PASSENGER TOURING CAR



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Sport type body, soft deep upholstery, wide opening doors, simplicity of control, flexibility of power, economy in operation and upkeep, grace of line, inbuilt refinement, outstanding individuality.

THE COMMONWEALTH ULTRA-4-FORTY owes its reputation as a car mechanically right to its sterling constructural features and actual road performance.

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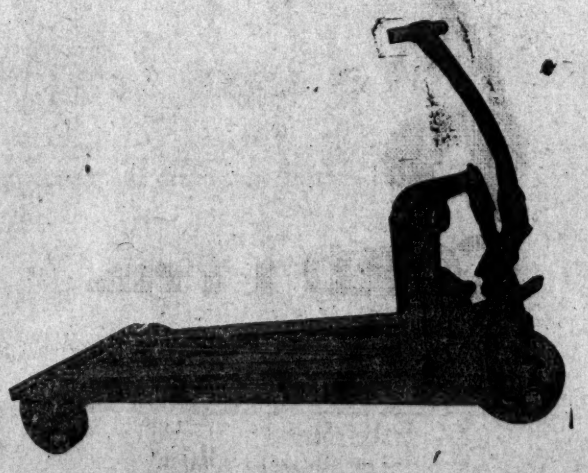
JACKLIFT MASTER TRUCK

A ONE-MAN TRUCK



SAVE FLOOR-SPACE WITH THE JACKLIFT

SAVE VALUABLE TIME WITH THE JACKLIFT

SAVE POSSIBLE BREAKAGE WITH THE JACKLIFT

The Jacklift elevates by means of the simple mechanical Jack principle—the oldest and most dependable means for lifting heavy loads.

*Summary of the various Jacklift types*

| TYPE | WIDTH | SIZE OF WHEELS | MAXIMUM CAPACITY | LIFT |
|---|---|---|---|---|
| L | 17 inches | 6, 7, 9 or 10 inches | 2500 pounds | 2½ inches |
| WL | 23 ,, | 6, 7, 9 or 10 ,, | 2500 ,, | 2½ ,, |
| S | 18 ,, | 6, 7, 9 or 10 ,, | 3500 ,, | 2½ ,, |
| WS | 24 ,, | 7, 7, 9 or 10 ,, | 3500 ,, | 2½ ,, |
| HL | 27 ,, | 7 or 10 ,, | 5000 ,, | 3 ,, |
| K | 27 ,, | 7 or 10 ,, | 8000 ,, | 3 ,, |
| G | 27 ,, | 8 or 10 ,, | 3000 ,, | 6 ,, |

Prices from $105 up C. I. F., Shanghai

For further particulars, apply to

FRAME, LEAYCRAFT & CO.

51a Kiangse Road

The All British Standard LIGHT CAR

The Car for the Owner-Driver

Send your enquiry for early delivery to:—

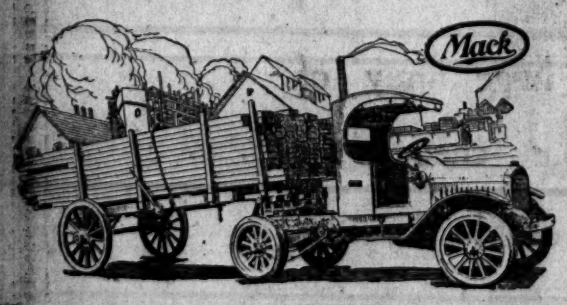
AGENTS:

The Shanghai Garage Co., Ltd.

STANDARD MOTOR CO., LTD.

Coventry, England






Mack A. B. Tractor with its every day load of 6½ tons of lumber for delivery around Havana, Cuba.

It is inevitable that the heavy duty Motor Lorry will replace all forms of animal power in heavy hauling everywhere.

Whether in the coffee plantations of Brazil, the lumber camps of Canada, or in the transport of heavy goods in India or China, the Mack Motor Lorry has demonstrated its superiority over every other motor lorry.

Unequalled for strength, endurance, speed, or for low cost per ton-mile.

The Mack Lorry is built complete in Mack factories—not made up of assembled parts bought at random.

Responsible and energetic dealers required in each District

INTERNATIONAL MOTOR COMPANY, New York, U. S. A.

5 State Street 44 Whitehall Street

Factories: Plainfield, N. J., Allentown, Pa.

Cable Address: Intertruck, Newyork All Standard Codes used



Tyres for Heavier Motor Cycles

Heavier motor cycles, side cars and constantly increasing commercial uses require heavier, more strongly constructed tyres.

Goodyear offers you the new black tread Blue Streak motor cycle tyre for this heavier, more difficult service.

This tyre embodies new features—added benefits never before realized in motor cycle tyres.

The tread is extra thick, rugged, long-wearing. The four-ply, extra heavy rubber impregnated and coated body and new breaker strip combine to safeguard you effectively from fabric or tread separation—adding many miles to your tyre's life.

These *better tyres* will *satisfy* you and will cost you less money per mile and per run.

Ask your dealer for Goodyear Fabric and Cord tyres made in both Inch and Metric sizes, also Heavy Tourist Tubes.

M-26

GOODYEAR



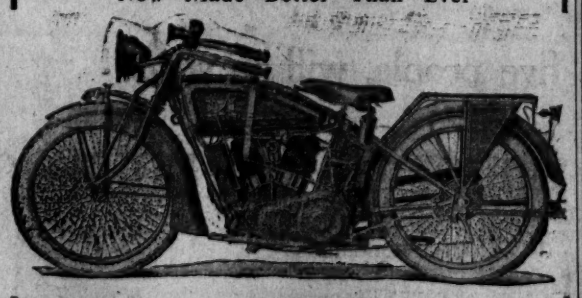
"THE MILITARY EXCELSIOR"

Model 19

The motorcyle that has

ALWAYS MADE GOOD

Now Made Better Than Ever



Motorcycles and side-cars just arrived

Arrange for Demonstration

AMERICAN TRADING COMPANY

Exclusive Distributors for China

SHANGHAI

# CARE OF TIRE TAUGHT CONSERVATION IS URGED

### Salesmen In U. S. Qualify As Experts And Hold Daily Meetings

A new educational idea that is securing wonderful results in bringing home to motorists the important lessons of tire care is the tire conservation day program that has been developed by The Goodyear Tire and Rubber Company.

This idea is right in line with the spirit of economy which motorists must practice to get the greatest possible mileage from their tires. It swings on the salesman as a pivot. Goodyear salesmen in all sections of the United States are qualifying as tire exeprts and officiating at these various conservation day meetings.

A special trunk containing the supplies necessary to the demonstration is routed ahead to the point desired. Sections of tires showing the well known forms of crude rubber of various types, sections of used tires that have given good mileage, photographs of manufacturing processes, booklets, and other tire literature are among the contents of the trunk.

After suitable announcement has been made these meetings are held at the business places of Goodyear dealers. The motorist is given a wealth of helpful advice as to how to increase tire mileage and is asked to measure his tire cost in terms of miles rather than in initial cost.

Fabric and cord construction are demonstrated, bringing out the superior qualities of the cord tire. Such significant points as oversize, added rubber, on-air cure, and wrapped tread are emphasised.

Special attention is paid to the matter of caring for tires—giving them a fair show—that they may deliver the mileage that is built into them at the factory. The many neglected conditions that prematurely ruin tires are considered and explained. With each form of tire abuse considered a tire section is exhibited showing its ultimate effect.

One of the most pleasing results of these meetings is the assimilation of new selling points by the dealers, their efficiency as merchandisers thereby increasing immeasurably.

Just how extensive this conservation day idea is being carried out is indicated in the 217 meetings that were held in the month of October, during which the importance of tire care was carried to the 21,255 persons who attended. The average attendance at these meetings was 98.

It is not difficult to visualise the ultimate result of the hundreds of these meetings held each month in all parts of the United States for the application of this idea means that at the end of the year many thousands of tire users will have learned and put into practice the various elements of tire care that add so much to tire life.

## GOODYEAR GIRLS ATHLETIC

Girls of The Goodyear Tire and Rubber Company, Akron, Ohio, are making plans for carrying out their usual program of winter athletics. Indoor baseball, basketball, indoor tennis, bowling and field hockey are among the games that are being prepared for. The girls of this big rubber company go in for athletics as enthusiastically as the men. During the present summer season the girls have had a wonderful baseball team, which has met and defeated the teams of the other rubber companies of the city. On the annual field day of Goodyear employes held Labor day, one of the main attractions was a game between these girls and a team from another Akron rubber factory, which the Goodyear team won handily.

## *Dunlop Tires Win At Show In London*

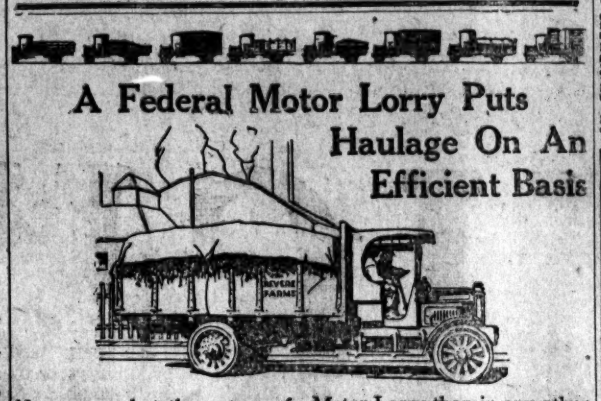
That Dunlop tires have been winning a high place in the British world of motordom is shown by reports from the Olympia Motor Show at which the Dunlop Rubber company has a large exhibit. An analysis of the total number of tires fitted to machines at this exhibition revealed that of 1948 tires handled 1160 were Dunlop tires and 788 tires of other makes.

## Goodyear Builds Dormitory

To help relieve the serious housing conditions existing in Akron, Ohio, caused by the wonderful growth of the city, The Goodyear Tire and Rubber Company is announcing that a $200,000 girl's dormitory will be erected immediately. This dormitory will accommodate 175 girls and is designed for use by the many girls that are constantly coming to Akron to take positions with the company. The building is to be a three-story brick structure, situated in the Goodyear Heights community near the factory. The management of the dormitory will be vested in the Social Service department of which Miss Clara E. Bingham is manager. The project will be operated on a cost basis as there is no desire on the part of the company to profit from its operation. The girls will pay for their accommodations at actual cost to the company.

## WALLOP AT H. C. O. L.

Employees of The Goodyear Tire and Rubber Company, Akron, Ohio, took advantage of the opportunity to hand old H. C. L. a wallop, on the occasion of a big sale of army foodstuffs just held at the big rubber plant. In three hours a 25-ton stock of meat and canned goods was sold out to the throng. A feature of the sale was the orderly and efficient manner in which the large crowd of buyers was handled.

A Federal Motor Lorry Puts Haulage On An Efficient Basis

No matter what the nature of your business, deliveries can be made quicker, cheaper and more dependably with a Federal Motor Lorry than in any other way.

The Federal asks no favors of road or load.

*Drite for Prices and territory open*

Write us for free magazine "Traffic News" —also for full prices and discounts.

Federal Motor Truck Company

Factory—Detroit, Mich., U. S. A. Foreign Dept., 18 Broadway, New York, U. S. A.

FEDERAL

Columbia Dry Batteries

Strength and Reliability

are of paramount importance in batteries. Both of these features are to be found in the Columbia. For all-round service they are positively unequaled.

If you need dependable current to run your motor car give the Columbia a trial. You will never regret it, and we are sure you will become a Columbia enthusiast. They are suitable for either heavy or light work.

If you are looking for current to ring bells; operate telephones and signals; light lanterns; ignite tractors or motor boats, use Columbia Batteries.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a Columbia feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made.

DEALERS—Immediate deliveries can be made. Write for catalogues and details from

Anderson, Meyer & Co., Ltd. 4 Yuen Ming Yuen Road Shanghai

GOODRICH SILVERTOWN CORD TIRES

A Tire that embodies entirely new ideas in construction. Instead of fabric, rubber-impregnated cords are used in building the carcass.

Adapted for use on either electrically or gasoline-propelled motor cars, and noted for their extreme resiliency, economy of power consumption, and long mileage properties.

*Made as a UNIT*
*Wear as a UNIT*
*Work as a UNIT*

Ask for a Price List

FURUKAWA & CO., LTD.

1b Jinkee Road TIRE DEPARTMENT Tel. Cent. 4932

We can sell you a

FAVORABLE EXCHANGE
has made possible this
STARTLING REDUCTION

5-Seaters and 2-Seaters

BRISCOE
THE CAR WITH THE HALF-MILLION DOLLAR MOTOR

EVERY CAR IS GUARANTEED FOR ONE YEAR

FITTED WITH H. T. MAGNETO AND OVERSIZE TYRES. ELECTRIC STARTING AND LIGHTING.
LOW PETROL CONSUMPTION. EASY PAYMENT SYSTEM MAY BE ARRANGED.

for TAELS 1,100

For demonstrations, apply to

AUTO PALACE CO.

362 Avenue Joffre Tel. West 465

# Transportation Engineering Principles Recognised

## The Institute Of Transport Created In England

The day when the title of Transportation Engineer will be conferred by educational institutions of recognised standing continues to advance—the importance of transportation, and the necessity of unbiased intelligent consideration of this subject, forcing such recognition.

While we have mechanical, civil, electrical engineers, etc.,—the products of scientific schools which confer such recognised titles, as yet the transportation engineer does not exist, except where such title is self-appropriated, sometimes by well-informed men who function as engineers, more-oft-times by sales men camouflaged as engineers, who find such designation useful in the disposal of their equipment. Such ruse, however, will outlive its usefulness without injuring permanently the principle involved, although such practice may retard the development in its early stages by arousing suspicion as to motive and methods involved, which always may not be engineering in the strict sense of the word.

Transportation engineering means much more than selling trucks. There are "a thousand and one" points to be considered and determined *before* specifications should be drawn for truck equipment which, under such circumstances are *bought*, rather than *sold*. Besides, the method of operating such equipment, including all-embracing cost accounting, must be predetermined—and employed—if best results are to be secured. The ramifications of transportation are legion, being related to every branch and phase of industry. Life, itself, is dependent on transportation, which meets nature at the source, permits of manufacture in all its stages, serves the merchant and the ultimate consumer and then disposes of the waste. To trace the transportation of most any common-place commodity through these various stages—from the raw material to the finished article, and then its disposal—is a fascinating study which will reveal how vital transportation is; also the large percentage which it represents in the final, total cost of a commodity.

**ACTION IN ENGLAND**

In this connection, it is interesting to note that on November 3, 1919, a meeting was held in the Savoy Hotel, London, to inaugurate an Institute of Transport. It is stated that the main object of this institute will be "to promote and encourage knowledge of traffic science and of the art of transport in all its branches, and the means and appliances connected therewith; to provide facilities for the study of and the exchange of information and ideas on traffic problems and all means and methods of transport; and to raise the status of these engaged in traffic and transport."

Meetings will be held for the reading and discussion of papers on traffic and transport; lectures will be delivered; classes and examinations will be held; exhibitions will be promoted; and other measures taken to advance the science of transport. Provision is made for members, associate members, graduates, students, and honorary members. The chief qualification for membership is experience involving superior official responsibility with at least ten years' service in traffic or transport, but provision is also made for electing as members anyone whose association with the objects of the Institute is prominent enough to justify his election. Associate members are to be elected on a similar basis, but the necessary period of experience is only five years in a responsible position.

Graduates must have at least three years' experience in traffic or transport; and students are to be elected on the usual basis.

The Electric Vehicle, the official organ of the Electric Vehicle Committee of Great Britain, states that: 'About the value of such an Institute there can hardly be two opinions. Transport is a science which has hitherto been conducted in compartments between which there was a corridor used only at rare intervals.

"The men engaged on railways, tramways, motor omnibus services, heavy motor transport, local delivery work, dock haulage, and shipping seldom if ever had the chance of meeting to discuss their daily work in its proper perspective as part of the great machinery of transport. In the discussion of many traffic problems we see the effects which flow from the lack of a clearing house of experience and information.

"The relative spheres of railways, tramways, and motor omnibuses are not appreciated because the traffic officers are more concerned about competitive than complementary relations. In road transport we have vehicles drawn by steam, petrol, gas, and electricity; and the advocates of each system push their special claims just as far as the others will let them. This unrelieved struggle would be efficient if there were no more than one ultimate solution to the problem of road transport but it is only the one-eyed enthusiast who does not see a different solution for every phase of a most complex problem.

**HORSE WILL SURVIVE**

"Even the horse, upon whom sentence of death has been pronounced by the united authorities of mechanical transport, will find a corner of usefulness somewhere. The roads of tomorrow will carry every kind of vehicle from a road train to an autoscoter, each performing its most efficient service in relation to the nature of its load, the distance to be traversed, and the speed desired. A real all-round traffic expert is a man who can select for each demand the type of vehicle and organisation suited to give the best results.

"It is, however, unfair to the electric vehicle world to say that 'the advocates of each system push their special claims just as far as the others will let them.' In the vast majority of cases electric vehicle advocates have carefully limited their attention to the field in which battery traction gives permanently satisfactory results. This is undoubtedly the best policy in the long run, but it requires a certain amount of restraint for a manufacturer or an agent to choke off a customer who is ready and even anxious to try electric haulage although the conditions are more suitable to some other type. Not only is an immediate profit sacrificed, but a definite risk is run of the refusal being misunderstood.

"In a recent case an electric vehicle firm refused to quote for wagons to haul heavy loads up a long and severe incline to a tip returning empty down hill. There is no question of the physical ability to meet such a demand electrically but the very qualities which make battery traction economical in other circumstances tend to make it less efficient than steam or petrol in this case.

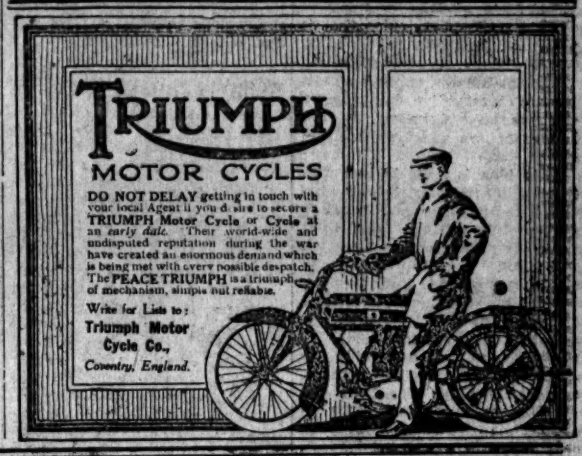
**GASOLINE WINS**

"Nevertheless, the refusal to quote was treated as a failure of electricity in a wrestling bout with petrol. The prejudicial effect of this sort of treatment upon the reputation of battery traction is, however, less serious than the revelation it supplies of the absence of the element of cool science in the treatment of traffic problems. If the Institute of Transport can inject a little of this element into the brains of traffic experts it will perform a magnificent service."

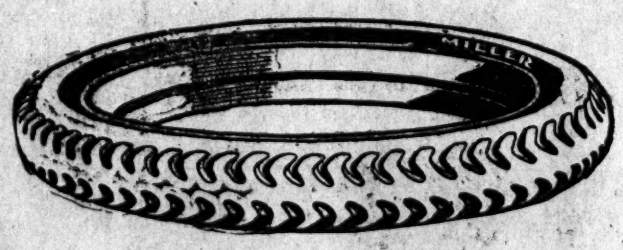
The Electric Vehicle Section (formerly the Electric Vehicle Association of America), National Electric Light Association, has been promoting the principle of transportation engineering for several years, believing that the public in general would be immeasurably benefited if all transportation problems were accorded thorough engineering consideration. More recently, in order that this subject would be speedily and systematically advanced, the Section created the Transportation Engineering Committee.

The function of this Committee, in part, is "to analyse transportation conditions and requirements and to collect operating data as a basis for formulating an educational course in transportation engineering "to correspond and confer with educational institutions with the idea of co-operating in the establishment of transportation engineering courses"; and "to interest consulting engineers in transportation engineering." This Committee is in correspondence with 155 educational institutions in the matter of creating and installing courses in transportation engineering. Remarkable interest has been evidenced. It is the desire of the Committee that any course, or courses, adopted shall be all-embracing in character, not confined to any one or few types of equipment or methods, but to be of such nature as to qualify men to handle all transportation problems in a thorough, unbiased manner.

There has been some consideration given during the last few years to the formation of a society similar to that which has actually been inaugurated in England, and it will be interesting to observe to what extent the English development of this important matter will have on crystallising similar activities in America.



TRIUMPH
MOTOR CYCLES
DO NOT DELAY getting in touch with your local Agent if you desire to secure a TRIUMPH Motor Cycle or Cycle at an early date. Their world-wide and undisputed reputation during the war have created an enormous demand which is being met with every possible despatch. The PEACE TRIUMPH is a triumph of mechanism, simple but reliable.
Write for Lists to:
Triumph Motor Cycle Co.,
Coventry, England.

# Miller
## GEARED to the ROAD
# TIRES




**Safety By The Inch**
**Economy By The Mile**

You skid by *inches* and not by miles. It is imperative that you have tires that grip the road inch by inch. The rugged and sturdy vitality of Miller Tires is due to the retention of the Natural Vegetable Wax and Oil in the Cotton Fabric. The economy of Miller Tires lies in the excess mileage that you get.

**All Sizes In Stock**
**Ask For Price List**

**DODGE & SEYMOUR (China), LTD.**
89-91, Rue Montauban

# BUICK

## The Standard Of Motor Car Values

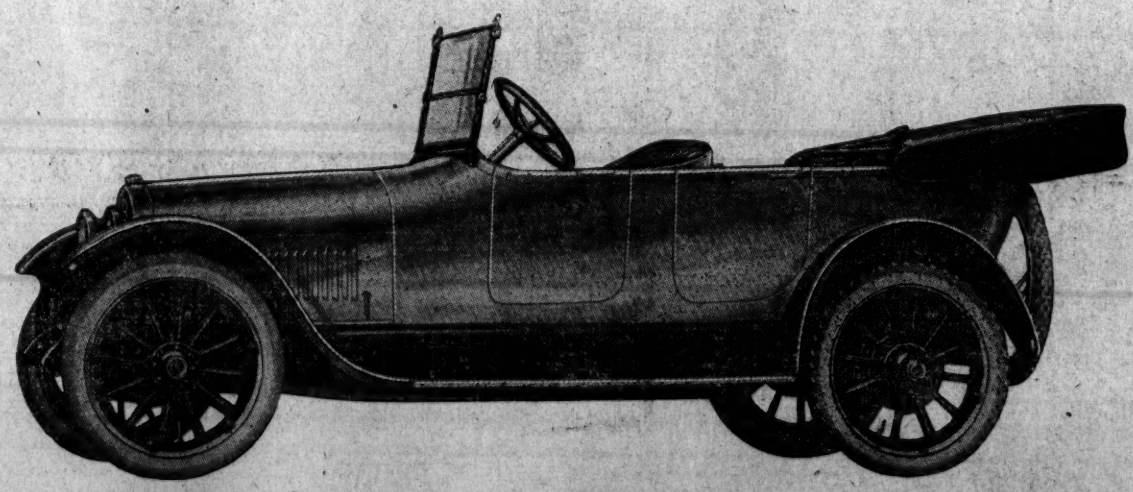
The name "Buick" is the quality guarantee of an organization with 20 years' experience in building high-grade Valve-in-Head motor cars.

During all these years, retaining the fundamental principle of Valve-in-Head, the motor has been continually refined and developed, and maintains its enviable reputation for quality and efficiency.

Buick cars are not only correct in principle and design, but each part used in their manufacture is made of the best material obtainable, and is subjected to such treatment as will produce the lightest car consistent with safety and efficient performance.

Every Buick car built must merit the distinction of being a car of absolute dependability in order to retain the public confidence now placed in it.

***The Economical Gasolene Consumption Car***



## H. S. HONIGSBERG & CO., INC.

40 Bubbling Well Road | SERVICE STATION 23 Medhurst Road: Tel. West 1211 | Telephone West 1234

# A Fresh Deal For The Electric Car

An "Electric" that will make
er 25 miles an hour and will run
an indefinite distance, because
carries its own re-charging plant,
as been devised by a Jersey City
ventor and is described in The
cientific American (New York,
ct. 25) in an article entitled "A
resh Deal for the Electric Car."
mong other things, a saving of 50
ercent in fuel mileage is claimed
r this car.

At the outset, the writer of the
ticle gives in brief space a sum-
ary, which he says represents the
verage man's idea of the present
ectric car. It is, he says, "an or-
te chariot traveling at the
isurely pace of 15 miles per hour;
storage battery that runs the car
r only 35 miles, after which it is
ecessary to recharge it; low mile-
e at high cost; a heap of trouble
the form of batteries that must
watched and nursed lest they
t discharged below the safe point
r run out of water; a car that is
ained to one's immediate locality
ecause of the re-charging problem."
It is difficult, he says, to argue to
e contrary; for the average man
nows the electric car of bygone
ys only and insists on comparing
is with the gasoline car of 1919.

**AKES 25 MILES AN HOUR**

He goes on: "So the average man
asked to consider these points:
car that makes 25 miles an hour
d even more; a car that can go
nywhere, because it carries its
wn re-charging plant; a car that
enerates current whenever it
asts downhill, a car that carries
nproved storage batteries, requir-
g the minimum of care; a car
herein the motor and transmis-
on members, forming one unit,
an be taken off in one block for
spection, repair, or even replace-
ent. These features are all to be
ound in the latest electric car—one
hich seems likely to give the elec-
ic car a new deal in the automo-
le game.

"The car in question has been
veloped over a period of many
ears by Harry E. Dey of Jersey
ity, and has the hearty endorse-
ent of Dr. Charles P. Steinmetz,
e well-known electrical engineer.
he most revolutionary feature of
r. Dey's car is the motor, in which
oth armature and field magnet are
otable, one element being con-
ected to one driving wheel by way
a pair of reduction gears, while
he other element connects with the
ther wheel in similar manner. It
s in this way that the designer
ispenses with differential gears;
he motor with its independent
otation of parts makes a perfect
bstitute. In addition to saving
he expense and weight of a
ifferential gear, this construction
uts the number of parts and in-
reases the capacity of the motor
00 percent for a given gear reduca-
ion. This reduces the weight 50
ercent for a given power, and also
ncreases the electric efficiency.

**OTOR IS LIGHT**

The size of the motor is still
urther reduced by turning it inside
ut, as it were; that is to say, the
rmature, in the form of a Gramme
ing, encloses the field magnet,
ermitting the latter to have six
oles all energised from one field
oil. This field is of a design ideal
or efficiency and light weight, its
eight, including shaft, totalling
ut 19¼ pounds. Its iron portion
s well adapted to drop forging and
asy machining. The total weight
f the motor, which has a capacity
qual to the ordinary automobile
notors of 150 or more pounds, is
nly 50 pounds. . . .

"Cape covering the gears hold the
power-plant in place, while an alu-
minum cap covers the motor. These
caps are held in place by a pair of
taper rings that can be removed in
less time than would normally be
consumed in removing a single bolt.
In this fashion the entire outfit can
be dismantled in about two minu-
tes. This car may well be called the
'nutless' car, as remarkably few of
these are used in its construction.
As the current is taken to the motor
through slip-rings there is no neces-
sity for disconnecting any wires
when removing it. In case of an
accident to the parts, another motor
or gearing can be got at the service
station, and exchange effected in a
few minutes."

The first car built by Mr. Dey
had hand-operated control, in con-
nection with a steering wheel. This
was found to be an undesirable
combination, in heavy traffic; for
in an emergency both hands are
required on the wheel and it takes
time to shift the hand from wheel
to control lever. In the latest
design the operation of the control
is similar to that met on a gas car.
We read:

"For speed variation a foot lever
acts in the same way as clutch,
with the added feature that pres-
sure beyond that to cut the current
off impels the motor to act as a
brake, while extreme use of the
foot power applies the mechanical
brake to the driving wheels. In
addition there is an emergency
brake. An accelerator pedal raises
the speed to 30 miles by weakening
the field. A third pedal gives for-
ward, reverse and neutral. This is
so interlocked with the speed pedal
that it can be moved only when the
latter stands in a high resistance
or the off position. . . .

**SPRING SUSPENSION**

"A radical departure has been
made in the spring suspension, as
air springs have been substituted
for the elliptical type. These are
the same in principle as those
employed for many years on the
cushion-frame bicycle. The con-
struction is similar to that of a tire
pump, with the addition of a helical
spring inside the cylinder. The
spring takes care of the static load,
while the air takes up all the
shocks. A small air leak does no
injury for the spring will bring the
load back to its normal position
and the air will return, in the same
way it went out. Above the piston
there remains a space in the
cylinder where air is compressed
on the rebound. . . .

"Mr. Dey has largely increased
the scope of his car by designing
a portable charging plant, weighing
approximately 100 pounds, to be
carried under the bonnet of the car.
It consists of a light 3-horse-power
aircooled gasoline engine connected
to a special dynamo. It will charge
the battery at any time, whether
the car be running or standing, at
a rate equal to the normal con-
sumption of the driving motor,
which experience has shown to be
two horse-power. This plant causes
a net saving in the weight of the
car of more than 100 pounds, due
to the fact that one half the battery
can be dispensed with, a 50-mile
battery radius then being sufficient.
If desired the plant may be removed
from the car to be used as a
stationary unit for re-charging, as
well as for charging a separate
battery for houselighting, etc. It
is a simple matter to place the
power plant in the car against a
long trip. The smaller battery re-
quired will largely cancel the ad-
ditional cost of the charging plant.

"According to Mr. Dey there will
be a large saving in gasoline ex-
pense as compared with the gaso-
line car, since in the electric car
as here developed the engine is
continuously operated at the maxi-
mum-efficiency load. Gasoline cars
are admittedly wasteful, because
their average load hardly exceeds
one-tenth of their engine rating.
From careful calculations, Mr. Dey
estimates a saving of 50 percent in
fuel mileage, using his gasoline-
electric system."

## EASTERN AIR TO WEST

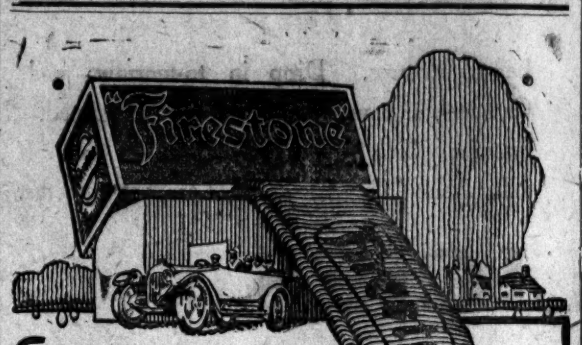
A performance which em-
phasises the importance of cord
tire equipment on journeys of
more than ordinary length is the
one which is reported by W. J.
and H. C. Emerick, of Bellefonte,
Pa. These two gentlemen with
their families have just completed
a trip to San Francisco in a White
truck equipped with bus body on
Goodyear cord tires, after a
journey of 50 days. Upon their
arrival in the Golden Gate city
three of their tires still contained
Pennsylvania air, and the fourth
had traveled from Indiana with-
out attention. In that state a
tire was changed on account of a
leaky tube. After this jaunt of
3,546 miles the tires were still in
good condition, apparently good
for many more thousands of miles.
No mechanical trouble was ex-
perienced beyond the breaking of
a fan belt.

## PLAYS NO FAVORITES

M. M. Belding, Jr., a well known
silk manufacturer of New York
City is an enthusiastic motor-
cyclist despite the fact that he
also owns four automobiles. He
uses a Harley Davidson sport
model mount on Goodyear tires
and for real sport prefers it to
any one of his four cars. During
the past season at Palm Beach,
Fla., he was often seen enjoying
a spin on his two wheeled mount.

KAPSDRY FOR MOTOR HOODS
(TRADE MARK) AND
RHINOHYD COMMERCIAL HOODS AND AGRICULTURAL SHEETS
THE Exact Materials used by BRITISH WAR OFFICE for their WATERPROOF COVERS
ALSO ALL MOTOR BODY FITTINGS
Write for List to—
G. JOHNSTON, 9, Broad Street, Bloomsbury
LONDON, ENGLAND.






## A Word on Tubes

Experienced motorists realize that all they need to know about a tyre or a tube is told by one word "Firestone." This name has come to mean that rubber and workmanship cannot produce a better tube. Its resistance to heat is so great that it is fresh and lively and holds the air from season to season.

Let us urge you to get this tube for the money it will save in tube bills and the economy it will mean through its superb support of your casings. Weak, leaky tubes are among the worst enemies of tyres. And remember that all we have said is covered by the one word, "Firestone," the "Word of Honor" in tubes or casings.

The Central Garage Co.
2a Jinkee Road, Shanghai

Firestone



# KING "8"

UTILITY, LUXURY AND ECONOMY

The world-wide popularity of this pioneer eight cylinder car is based on its reliable service under every condition of road and climate. Its famous motor practically eliminates gear shifting, banishes vibration and develops great power at small fuel expense.

Three beautiful body models satisfy the most exacting taste.

7-passenger Touring Car
7-passenger Sedan (closed car)
4-passenger Foursome (sporting model)
2-passenger Road-King (speed model)

ARKELL & DOUGLAS, Inc.
38 Canton Road, Shanghai

KING MOTOR CAR CO.
Export Department
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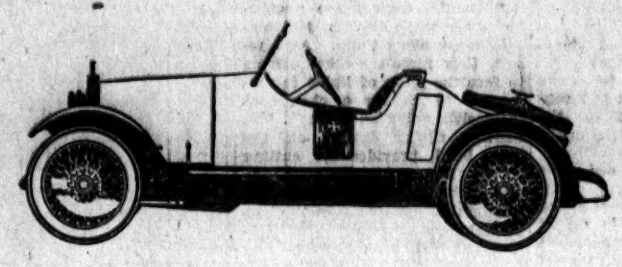
U. S. A.

# I am the TEMPLAR



TWO-PASSENGER TOURING ROADSTER

I AM a new creation in the Sport Model Class. I am fast, sporty, and show my class in every line. My seats are staggered four inches. When my top is removed, the back rail slips down and becomes a hand-rail. Or the rear section may be left up as a dust-shield when the roof section is removed. When demounted, my top is stored in a special bag and is carried in my baggage compartment.

MY Roadster Body is full hand-hammered aluminum. Two extra wire wheels with tires mounted are carried in a well sunk in my rear deck. I have no doors, but an aluminum step mounted on the outside of my body affords easy entrance. Each side of my body is fitted with an embossed leather scuff pad. Each of my running boards carries a Stanwood rubber safety step plate. There is a foot rest in front of the right seat. My seats are deep and comfortable. My leather upholstery is detachable, with a choice of either red or black. My fenders, guards and chassis are painted to match the body. You can have me in one of four colors—blue, gray, cream or wine.

My standard gear ratio is 4.4 to 1.

MY windshield is cast bronze, made especially to fit me, weathertight and pitched at a rakish angle. A compartment is built into the side of my body to carry the kodak and compass which are regular equipment.

My standard equipment includes six Houk wire wheels—black, white or red enamel optional. My equipment also includes six complete Cord tires and tubes, a rim-wind Keyless Auto Clock, a 75-mile Warner Autometer, a Clinometer (grade indicator), a Compass, Spotlight, Motometer, Kellogg Tire Pump, Inspection Lamp and Cord, and an Autographic Folding Kodak.

I AM SUPERFINE IN QUALITY, BEAUTIFUL IN APPEARANCE, LIGHT IN WEIGHT, SMALL IN SIZE, AND INEXPENSIVE TO OPERATE. I AM LUXURIOUSLY COMFORTABLE, EASY TO CONTROL AND MOST COMPLETELY EQUIPPED.

Ask the people who import me to take you out for a ride in me. When you come back from that ride, you will buy me!

THE CENTRAL GARAGE CO.

2a, Jinkee Road — Tel. Cent. 3809

## CADILLAC FACTORY MODEL OF EFFICIENCY

### Trip Through Plant Is Made By Many Engineers From U. S. And Europe

Nothing, except a ride in a Cadillac, accelerates one's enthusiasm so much as a trip to the factory. Engineers from abroad and America alike go to the Cadillac plant to see how the standard of the world is built. Just one instance of the way that the Cadillac reputation is protected by scientific engineering is revealed in a visit to the Assembling Room.

There is little noise of hammering and filing. The parts are machined to fit, not as a shoe fits, but as the parts of a fine watch fit to make an accurate timepiece.

For instance, the machining and finishing of one pair of connecting rods and pistons involve 236 operations. An inch contains about 25 millimeters. Two dimensions are held within the limit of three ten-thousandths of an inch; four within one half-thousandth of an inch; 39 within one one-thousandth of an inch; 28 within two one-thousandths of an inch, and more than 50 within ten one-thousandths of an inch. More than 200 gauges and micrometers are used to make certain that the pistons and connecting rods conform to the dimensions specified on the drawing.

Special gauges have been made for measuring and testing parts. The gauges are themselves tested by master gauges at frequent intervals. The master gauges are then checked up by five sets of Johannson gauges, the finest and most accurate instruments in the world. These Johannson gauges are accurate to the one-hundred-thousandth part of an inch. So small is this measurement that it can be obtained by raising the temperature of a piece of steel 1½ inches long, one degree.

After such precautionary measures, there can be no doubt that every engine part fits. For that reason it is unnecessary to use hammers and files in assembling, and every element which might cause unnecessary friction and wear has been removed. The fact that the Cadillac management thinks so highly of the Cadillac reputation that it insists on some Cadillac parts being as accurate as the one-fourth of the thickness of a hair, explains the high quality of the present Cadillac and is the best evidence that this quality will continue.

## Tilting Headlight—A Great Advantage In Night Driving

"Powerful headlights are a necessity in night driving along unfamiliar roads, but they are apt to blind the drivers who face them or the driver who has to rim them" said the local dealer in the Cadillac, recently.

"Until recently no adequate remedy had been devised but this is now found in the tilting headlight reflector in use on Cadillac cars. The driver of a car equipped with these tilting headlight reflectors always has the full power of the lights at his disposal and when they are in a normal position they have a light range of three hundred meters. When meeting a car, however, the driver has simply to tilt the reflector down and he has a strong, undiminished light on the road and ditch immediately ahead of the car. No direct rays are high enough to endanger the clear vision of the other driver.

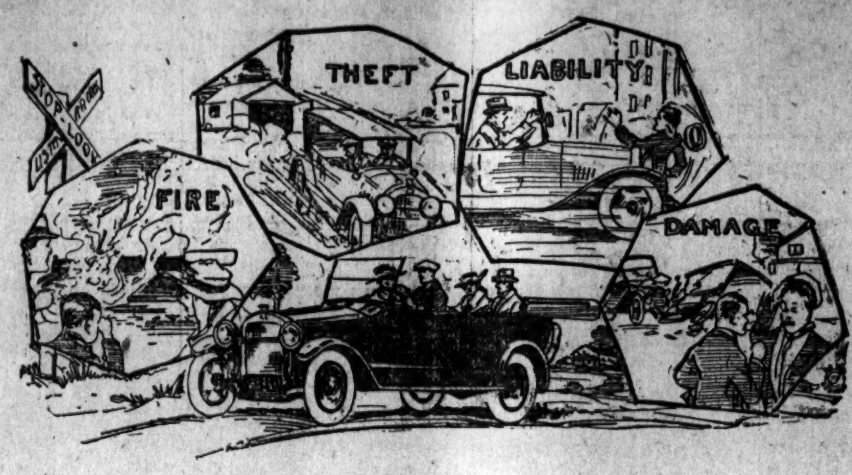
"The Cadillac tilting device likewise does away with lessening the light. It merely lowers the direct rays, concentrating it at all times where it is most needed.

"Dimming devices are unsatisfactory because drivers feel unsafe when using them. As a result, they force the other drivers to face the glare of lights in preference to risking a chance of themselves going off the road. The Cadillac tilting device, on the other hand, provides for cutting off the glare, and at the same time allows the driver to turn the full strength of his lights on the best possible place, namely immediately ahead of him on the road and ditch.

"This headlight tilting device, adopted by the Cadillac, is one of the many instances of the refinements added by the manufacturers of the car known as the "Standard of the World." Nothing is omitted from it that should be put in it to make it as comfortable, capable, and good looking a car as can be manufactured. On the other Cadillac any untested or merely novel device. The headlight tilting feature has proved its utility and service to motorists; that is why it is in the Cadillac.

### TWO NEW GARFORD TRUCKS

Among the new models which will be formally exhibited for the first time in New York at the Motor Truck show next month are the Garford Motor Truck Company's one and one-quarter and three and one-half-ton trucks.


# Holeproof Insurance

There's fun in owning a motor car. If your insurance is absolutely "holeproof," motoring is **unalloyed** pleasure.

Does your insurance FULLY protect you? It costs nothing to find out. The mere knowing that you are fully covered will increase your enjoyment mightily.

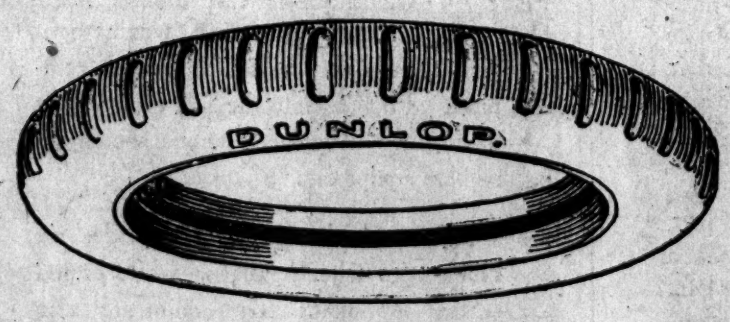
Fire, theft, liability, damage—don't let these things be nightmares. Drop in to-morrow and have the Company's new Special Policy explained. It contains features which may be a surprise to you. If you cannot call, phone ( C. 54 ) or write for a prospectus.

## X.S. POLICIES

## C. E. SPARKE Insurance Office

AGENT FOR THE

## Excess Insurance Company, Ltd.




## The "So-Much-Per-Thousand" View.

When you purchase a tyre it is not so much a question of buying an article as contracting for SERVICE over a long period.

Fit Dunlop Tyres and look at the results from a "So-much-per-thousand-miles" view.

You will then realise how it is that these tyres have gained their reputation as important factors in the reduction of running costs.

# DUNLOP

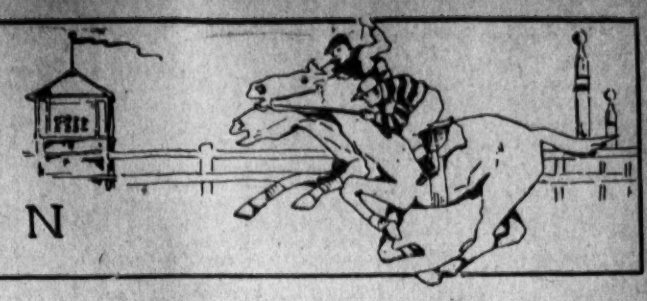
RUBBER COMPANY, LIMITED

Founders throughout the World of the Pneumatic Tyre Industry.

Phone: Central 2248 · 20 Kiukiang Road Cables: "P neumatic"

# The China Press

## SPORT SECTION



SHANGHAI, SUNDAY, FEBRUARY 8, 1920

## FILIPINO BOXER IS AFTER TITLE

### Kid Dencio, Champion Of The Orient, Aspires To Take Kilbane's Scalp

### STOPPED YOUNG BROWN

### Beat New Yorker In Six Rounds —Gave Llew Edwards Hard Fight

Before long we may see a native Filipino a contender for world's honors in boxing. The youngster in question is Kid Dencio of Manila, who holds the bantam, featherweight and lightweight championships of the Orient. Dencio's latest achievements are recited in a letter from S. W. Nash, sporting editor of the Cablenews-American of Manila to the New York Sun.

"Some time ago I had the pleasure of reading in The Sun an account relative to the prowess of Kid Dencio, the flashy little Manilan. If you will remember you gave Dencio the credit he deserves, that of holding three titles, namely, the bantam, feather and lightweight championships of the Orient, but you were just a little bit inclined to view the situation lightly.

"Dencio has outgrown the bantams, but he can make the next higher division with ease. However, there seems to be a dearth of featherweights in this country, and Frank Churchill, Manila boxing promoter and president of the Olympic Stadium here, is at present scouring the United States in an endeavor to secure boys good enough to meet the little fellow.

**SEEKS KILBANE'S SCALP**

"A boxer has to live, so the native boy has had to take on most any one and every one in order to earn his salt. That he has accomplished wonders goes without saying, and that his name will bear as much weight as that of Jackie Green of Australia, at present in the States on tour, is a foregone conclusion. Dencio is on the trail of Johnny Kilbane.

"We have had several Australian champions among us in the last year and a half, and they haven't been any too successful. Vince Blackburn, touted as being the cleverest of the clever, was a plaything in Dencio's hands after the sixth round of their ten round encounter. Llew Edwards, lightweight champion of Australia, who is supposed to be the most logical man in the game today to meet Benny Leonard, got away with a decision over the kid, but Dencio had to give away weight.

"Now for the latest stunt: In your experience you will no doubt remember a boy—tough baby—who blossomed forth overnight some years ago by defeating Matt Wells, then champion of England, and then holding Freddie Welch to a draw. Young Brown is his name. He fought Dencio at the stadium recently and after six rounds of the most gruelling milling seen here in years. Dencio stopped Brown. A stiff left hook to the point of the chin started Brown's downfall. Both boys had just been separated from a clinch by Mike Toomey, referee par excellence of the Orient, when Dencio, feinting with his right, hooked the south paw over to the place where the secret of sleep resides.

**BROWN BEATEN SEVERELY**

Brown was like a cork in the Whirlpool Rapids a moment later, for he was being beaten from pillar to post by a smashing fusillade of wallops that no ordinary man could stand up under. Brown is supposed to be a tough nut, but he canvassed the neighborhood of the floor, decided on a little elevation at the count of seven, renewed acquaintance a moment later and then slid off via the technical route. Exit Brown, encore Dencio.

"Dencio entered the ring scaling 129 pounds; Brown came in at about 140 pounds. The going was fairly even up to the finish, with a shade due to continuous punching going to Dencio. That he can take a punch without crumpling is evident. Brown crossed him with his right in the third round. Dencio's head snapping back from its effect, but it didn't seem to bother the youngster any, for he kept right on coming.

"I am of the opinion that the Australians have been overrated since Les Darcy made such a splurge on the fistic horizon and are living chiefly on the reputation Darcy made for that place in recent years. Why didn't Green stop off at Manila to pick up a little easy money on his way to the States?

"Please don't underrate the local talent, for some of the world's greatest fighters came from the remotest places imaginable. Why not consider Dencio?"

## SPORT AND STAGE
### BY DOMINO

**RHYMES OF THE TIMES**

"Four million taels I want for light"
Says Aldridge to taxpayers;
No wonder Councillors don't fight
To hold their jobs as stayers.
With Stephen gone exchange may bust,
Or turn a flip-flap funny,
But Ezra bold
Says "borrow Gold"
"You'll get none of our money."

* * *

One Peffer tells about the woes
Of Peking and the student;
The Anti-Jappy movement grows—
Convincing e'en the prudent.
From Shantung, Joseph Timmons sends
Some startling revelations,
What Japs will do
In Tsinanfu
Might wreck the League of Nations.

* * *

From Bubbling Well to Yangtszepoo
It's hard to get a lodging,
While motors, racing the Maloo,
Keep all the shroffs a-dodging
And Doctor Ross has formed a club—
He's got a little scheme, sir!
With screw and nut
His wooden hut
Is sure to be a dream, sir.

* * *

After lying idle for a week owing to a number of their members being sick, the Denniston Players leave for Tientsin this morning. The change in their program will have its effects on the local playgoer, as I hear that they will be unable to stop off here on their return. Denniston had hoped to put in a few days when the company would have produced "The Eyes Of Youth," which is quite one of the best of modern plays.

Miss Warda Howard will be unable to accompany the company to the north as she is not yet recovered from a severe attack of influenza. She is still at Dr Fearn's Hospital and I am glad to hear she is much better and so comfortable that she is almost resigned to being left behind for a little while.

* * *

Julian Eltinge with his American Vaudeville Revue Company was to have opened at the Olympic last night but owing to the late arrival of his boat he has had to postpone his first performance until tomorrow evening. This is the same Julian Eltinge who starred with the great little Scotch comedian Harry Lauder, when they captivated American audiences some few years ago. Eltinge ranks high among the players in the U.S.A. and has a theater of his own in New York. I have never seen him but fellow players tell me that he is remarkably clever. The doctor has imprisoned me in my room for days past, but I hope to get out and see the new comer and his company tomorrow, even if I have to buy the medico a ticket.

* * *

Miss Marie Tempest will be here after all earlier than she expected. The brilliant comedienne and Graham Browns ought to appear at the Lyceum Theater about the twenty-fourth of April, if storms and ships will allow.

Theatergoers who can carry their minds back to the years 1905-1907 when Bandman was bringing out good companies to the Far East will remember Harry Neville. He was a comedian possessed of a fine voice. Not being young enough to endure the wear and tear of the battlefield, he however offered his services to Washington, being in America when that country came into the war, and although a Britisher, he was given a commission as Director of Dramatics and showed his ability so well that before long he was in charge of this department of activities in twenty odd camps.

Neville has just passed through Shanghai, and will do advance work for Denniston. He has been working with Miss Marie Tempest's "A Lady's Name" company. He was kept pretty busy in America and was associated with an All Star Cast in "The Great Pursuit." "Garden of Paradise" at Liebler's, "The Speckled Band" at the same theater, Klaw and Erlanger's "The Little Cafe," Edmund Breese's "The Master Mind," and with Miss Grace George in "Carnival."

* * *

I had occasion to think about Shakespeare's Hamlet last week, and two stories came to my mind. An inspector went into a village school in England and was giving the boys an oral examination. Fixing his eyes on one youngster he asked, "Who wrote Hamlet?" The scared little fellow answered, "Please sir, I didn't." That same evening the inspector dined with the squire of the village and told the story. The old squire chuckled and said, "Ha,Ha! Didn't write Hamlet! I'll bet you the little divil did all the time."

* * *

A famous American actor once prophesied that Shakespeare would soon be banished from the stage, and that he deserved to be, because the audiences would feel that his language was ridiculous.

It is certainly true that if a college undergraduate should be told by his roommate that the latter last night had seen his dead father, and that filled with curiosity, he should accompany his friend to the platform at midnight, and the ghost should appear, he would not speak a dozen lines of beautiful poetry.

"Angels and ministers of grace defend us."

If he were able to say anything at all, he might exclaim: "My God, it's father."

* * *

I see that there are two ripples upon the smooth surface of the Football Association's water. An evident partisan of the Jewish Football Club is incensed to see that his team does not occupy a higher position on the league table.

He cannot call to mind a single defeat for the team. That is a fine season's record, but our friend must not forget that two points are lost to a team if it does not turn up to keep a fixture, and I believe on one occasion the Custom's eleven were all ready to play, but no Jewish soccer men were to be seen. Perhaps a misunderstanding, and yet it costs two points.

Curiously enough the second ripple is also connected with the Customs. It seems the team had a date with the Recs second string and among the Recs some first team men were espied. Then came letters. The Customs advocate was annoyed. The secretary of the Recs was dignified and polite and pointed out that if there were any complaints there was an appeal board, who would judge the matter with all fairness. And then Eddie Cooke, as good a Rec as he is a player, rushed into print with a vigorous defense of his club. That's fine. There is nothing like esprit de corps in clubs; it makes for good play.

The matter of first team players turning out for junior elevens has been a source of trouble for years past, but there is more than one angle from which the question can be viewed. I doubt if there is a club in the place that would deliberately try and get the better of an opponent by putting in the field a team composed of players not qualified. But surely there must be some give and take between elevens coming from the same club.

I well remember at school the case of two goalkeepers that we had. (The school was playing league football.) For the greater part of one season "This" held the position, but he went off badly and his place was given to "That!" Therefore "This" either had to have a place in the second string or no place at all. He had a place, and never a kick came. I notice in the teams scheduled to play yesterday afternoon the name of H. G. Reed, who regularly turned out for the Police first. He was down to play for the Shanghai Club second. I suppose the reason is that the Club has two backs whom they think will be more useful to the whole side and so Reed has either to have a game with the second or none at all. Rather unfair to cut a man out altogether because he has played in Senior League.

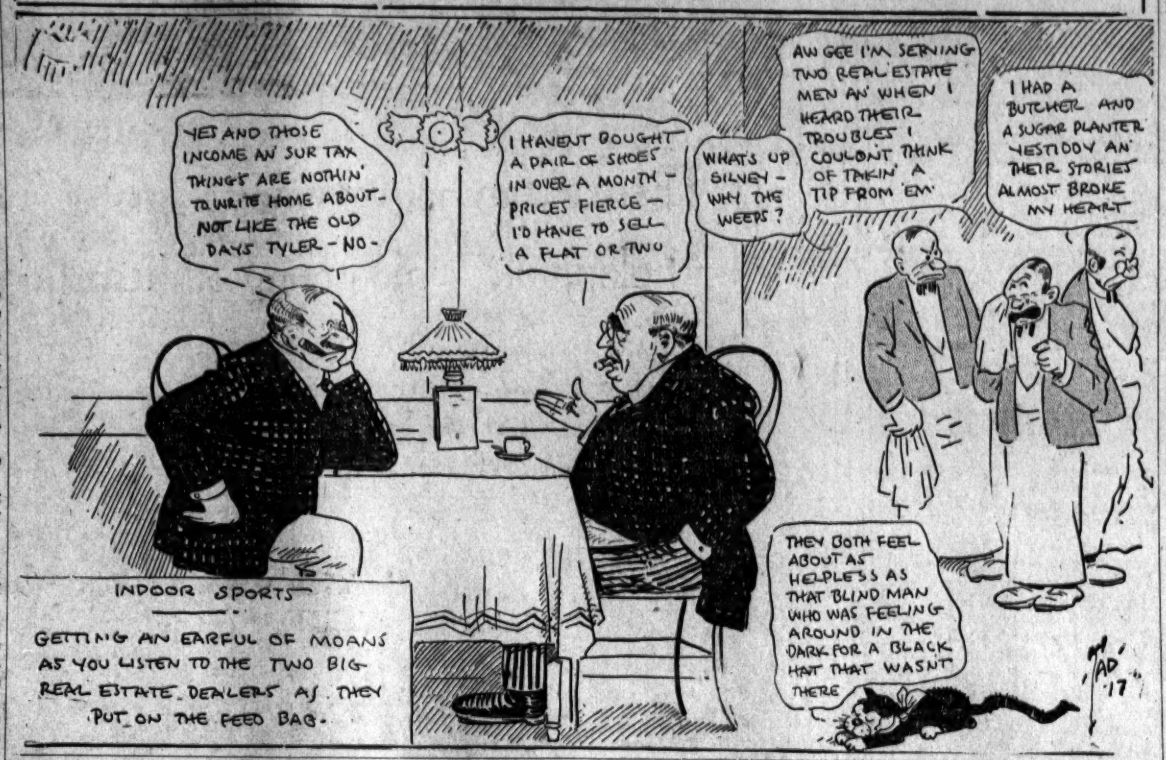
The Recs must have lots of players who hover between first and second elevens. Because they have played for the first on occasions must not debar them from second games when their services are not required for the first. But the Recs need no defense from me, neither does any other club which at present plays soccer. The game is the thing and it is seldom one hears of anything approaching unfairness in any sport out here. And when individuals do err, they get such a bad time from the corporate body, that they know immediately that they are outside the realms of sport.

* * *

When and where will the great Dempsey-Carpentier fight take place? English papers to hand say that Carpentier has booked himself up both in England and France for vaudeville shows—and at present he is a big draw. I have no doubt that Dempsey is in a similar position on the other side of the Atlantic. After the meeting one or the other is not

(Continued on Page 2)

## INDOOR SPORTS By Tad


YES AND THOSE INCOME AN' SUR TAX THINGS ARE NOTHIN' TO WRITE HOME ABOUT - NOT LIKE THE OLD DAYS TYLER - NO -
I HAVEN'T BOUGHT A PAIR OF SHOES IN OVER A MONTH - PRICES FIERCE - I'D HAVE TO SELL A FLAT OR TWO
WHAT'S UP SILVEY - WHY THE WEEPS ?
AW GEE I'M SERVING TWO REAL ESTATE MEN AN' WHEN I HEARD THEIR TROUBLES I COULDN'T THINK OF TAKIN' A TIP FROM 'EM
I HAD A BUTCHER AND A SUGAR PLANTER YESTIDDY AN' THEIR STORIES ALMOST BROKE MY HEART
INDOOR SPORTS
GETTING AN EARFUL OF MOANS AS YOU LISTEN TO THE TWO BIG REAL ESTATE DEALERS AS THEY PUT ON THE FEED BAG -
THEY BOTH FEEL ABOUT AS HELPLESS AS THAT BLIND MAN WHO WAS FEELING AROUND IN THE DARK FOR A BLACK HAT THAT WASN'T THERE
TAD '17

## ROTARY CLUB NINE BOOSTED BY TONG

### China's Greatest Baseball Fan Wants To See New Team This Summer

Mr. Y. C. Tong, banker, the only Chinese member of the Rotary Club and incidentally the greatest baseball fan in China, wants the Shanghai Rotary Club to organise a baseball club. Mr. Tong figures that the team just couldn't lose for Umpire Doc Downs and Scorer Barnes Moss are both Rotarians.

In an article in the Rotary Pagoda, Mr. Tong writes:

"Baseball should be made an international sport and the Rotary Club should be missionary of the great American pastime to Shanghai. We've enough members to put an unbeatable aggregation on the diamond next year and I'll get a new set of lungs and furnish all the rooters necessary.

"But that's not the best part of the idea. We'll have 'Doc' Downs for umpire and Barnes Moss for scorekeeper and if they can get by that combination they can have the games.

"Now we'll leave George to do the rest of it; give the sufferers a rest and I'll start making up a schedule for the Rotary White Sox.

"Yours for Rotary, Y. C. Tong, Shanghai Commercial and Savings Bank."

## DARTMOUTH TO BUILD STADIUM

Hanover, N. H., January 1.—Complete plans for a new $360,000 athletic plant at Dartmouth College, involving the entire reconstruction of the present Alumni Oval, were announced by Homer E. Keyes, business director of the college, at a banquet tendered to members of the 1919 varsity eleven.

Work on the new plant, which is to be called Memorial Field in memory of Dartmouth's ninety war dead, will be started next spring. It is expected that it will take three years to build it. No definite arrangements for raising the money for the project yet has been made, but it is planned to turn the work over to a committee made up of members of the athletic council and administrative officers of the college.

In general the committee will follow out the memorial field idea as closely as possible. Ninety shares, each of $4,000, will go to make up the required amount, and three shares will be subscribed as units either by classes, alumni organisations or individuals.

Dartmouth's success during the past season was the keynote of other speeches at the banquet. Joseph H. Gannon, 1900, of New York city, president of the athletic council, and Charles E. McDavitt, 1900, of Boston, its former head, both paid glowing tribute to the work of the 1919 eleven.

Coach C. W. Spears outlined his individual methods of coaching football, and Jackson W. Cannell, 1920, captain of the team, reviewed the season from a player's standpoint.

## *Touchdown By Substitute Wins For Harvard Eleven Over Oregon University*

### HorWeen's Resultant Successful Kick Means 7-6 Victory For Eastern Team; Steers And Manerud Kick Field Goals

Pasadena, Cal., January 1.—The East vanquished the West here today when Harvard defeated the University of Oregon in a dramatic, intersectional gridiron battle by the score of 7 to 6. It was a whirlwind game from start to finish, but the Easterners had the more versatile attack and crashed through the yellow-jacketed line of the Oregonians.

Harvard was forced to use every bit of its versatility, for the men from the Northwest played with a vigor that made the Easterners realise that they were in a battle.

It was Church, substituting for Ralph Horween, who carried the ball across the Oregon line for the only touchdown. The oval was brought to striking distance of the line by some beautiful passing, in which Eddie Casey starred. Church completed the work with a dash around the end after the yellow jackets had hunched and braced to repel a drive at center, Arnold Horween kicked the goal.

**OREGON KICKS TWO GOALS**

The Oregonians scored two field goals. One of them was kicked by "Bad Bill" Steers and the other by Manerud, who replaced Steers after he had been taken out because of injuries. All of the scoring took place in the second period, which was marked by some of the hardest and swiftest play that ever has been seen here.

But the great spluge of melodrama came in the last period, when the long shadows lay across the field. The Crimson jerseys were swarming once more toward the Oregon goal line. Against the beautifully directed attack of Harvard the Yellow Jackets wilted and fell back. Straight to the line came the Crimson flood and then the Yellow Jackets swarmed and found their sting.

Three times the Harvard backs were hurled against the Oregon line, but they made as much impression on it as though they had been driving against a concrete wall. Not an inch would the Yellow Jackets yield. There was less than a hand's breadth to go—a bare three inches—but the Oregon line held and the Yellow Jackets recovered the ball on downs just as the whistle blew and the game was over.

Something like 35,000 persons saw the battle through the haze which covered the playing field. From the start the Oregonians put up a fighting game, and in the first half they were rushing and battering the Easterners until it seemed they would sweep them off their feet. The little Crimson army was forced to call time frequently.

**OREGON SCORES FIRST**

In the second half the West had its chance to gloat when Steers kicked the first goal from the field. Then the Harvard team seemed to pull itself together and made its march to the goal line of the Yellow Jackets, not in a series of blind dashes, but with an attack that showed superb generalship. Class and experience told against this stalwart Oregon team as they told against the blundering bulldog ferocity of Yale in the last Yale-Harvard game at Cambridge.

The Crimson team was the heavier, but it did not make its gains because of superior weight and drive. For when the Harvard men tried to smash the Yellow Jackets by sheer driving power they met a fighting opposition that convinced them this style of play was not wise. Man to man, the lighter Oregonians could hold them and even do a bit better. The teams seemed evenly matched but Harvard had the experience and the shade in gray matter that told the story.

The Horweens and Eddie Casey did most of the ground gaining, for the Crimson, though it was Church, a substitute back, who shot the ball across for the touchdown. For Oregon, Jacobberger, Huntington and Manerud shared honors with "Bad Bill" Steers, who fought like the buzzing, stinging Yellow Jacket that he is, until injuries put him out of the game.

**BATTLE AT THE FINISH**

The battle in the last minutes of play always will be remembered.

(Continued on Page 2)

### The Line-Up

| HARVARD | Pos. | OREGON |
|---|---|---|
| | (7) | (6) |
| Desmond | L. E. | Howard |
| Sedgewick | L. T. | E. Leslie |
| Woods | L. G. | Williams |
| Havemeyer | Center | K. Leslie |
| Hubbard | R. G. | Mautz |
| Kane | R. T. | Bartlett |
| Steele | R. E. | Anderson |
| Murray (Capt.) | Q. B. | Steers |
| A. Horween | L. H. B. | Jacobberger |
| Casey | R. H. B. | Bran'berg (Capt.) |
| R. Horween | F. B. | Huntington |

SCORE BY PERIODS

| | | | | | |
|---|---|---|---|---|---|
| Harvard | 0 | 7 | 0 | 0 | —7 |
| Oregon | 0 | 6 | 0 | 0 | —6 |

Touchdown—Church (Harvard).

Goal from touchdown—Arnold Horween (Harvard).

Goals from field—Manerud (Oregon), from 32-yard line; Steers (Oregon), from 25-yard line.

SUBSTITUTIONS

Harvard—Church for Ralph Horween; Brown for Kane; Phinney for Steele; Ryan for Phinney; Faxon for Hubbard; Felton for Murray.

Oregon—Manerud for Steers; Steers for Jacobberger; Chapman for Brandenberg.

Officials—George M. Varnell, referee; E. C. Quigley, umpire; E. Plowden Stott, head linesman; Henry Butterfield, field judge.

Time of quarters—Fifteen minutes.

## PARIS IS BETTING ON CARPENTIER

### Club And Cafe Gossip Say Fight Will Not Go Over Five Rounds

The following is a wireless message sent by an American correspondent from Paris to the United States and picked up at Shanghai.

A representative of the Fox Film Corporation is consulting with M. Descamps as to the possibility of having Carpentier stage an exhibition bout, for picture purposes, in the United States on July 4. The movie people are offering $25,000 gold.

**CARPENTIER PREFERS PARIS**

According to M. Gaston, the representative of Manager Descamps, Carpentier will not box before September 5 at the earliest and not before December 1 if the bout is staged in the United States. The Frenchman is very anxious that the proposed fight with Dempsey take place in Paris and the local Chamber of Commerce is preparing to launch a campaign for raising one million francs, as a contribution towards the purse offered for the fight. They claim that the Pershing stadium is as suitable a place as can be found anywhere in the world and that the climate of France would permit of an outdoor bout in winter.

**AN ENGLISH REFEREE**

Carpentier is willing to have an Englishman referee the bout. Dempsey would not stand for a French referee and Carpentier does not want an American. Already even money is being bet in Paris and at the clubs and cafes it is predicted that the fight will not last more than five rounds.

## SONG SERVICE FIVE DEFEATS 'Y' TEAM

### Wins Close Basketball Game By Score Of 42-41; Hoh Stars

The Song Service "A" team defeated the Y.M.C.A. "B" last night in a fast game at the Y.M.C.A. by the score of 42 to 41. Hoh scored five field goals and five from the foul line. Tinkham, for the victors, caged seven from the field.

The summary:

| Song Service "A" | | Y.M.C.A. "B" |
|---|---|---|
| Simon | lf | Mei |
| Hening | rf | Hoh |
| Tinkham | c | Wang |
| Jackson | lg | Chin |
| Geldart | rg | Yao |

Goals from floor: Simon, 6; Hening, 4; Tinkham, 7; Geldart, 1; Mei, 6; Hoh, 5; Wang, 5.

Goals from fouls: Chin, 2; Jackson, 6; Hoh, 5.

Time—two twenty-minute periods. Referee Glauque Timer—Snake. Scorer—Squires.

## BASEBALL BACK FOR BIG SEASON

### More Than 15,000,000 People Paid Into Big League Parks Of America

### FEATURES MARK YEAR

### First $100,000 Gate, Ruth's Record And Pat Moran's Triumph Notable

New York January 16.—Baseball bounced back like a rubber ball, following the war, and enjoyed a season of great prosperity. The fans returned to the National game with all their old interest and enthusiasm, and on the word of John Heydler, President of the National League, close to 3,000,000 men and women paid their way into National League parks alone.

Taking these figures as a basis, it is safe to say that more than 15,000,000 sat about various diamonds through the summer months.

**FEATURES OF YEAR**

The outstanding features of the year may be summed up as follows:

Pat Moran led the Cincinnati Reds to their first National League pennant in fifty years, and then, through the remarkable pitching of "Hod" Eller, "Dutch" Ruether and Jimmy Ring, enjoyed the satisfaction of also leading his team to victory over the Chicago White Sox, in the World's Series, five games to three.

"Babe" Ruth, the human depth bomb, as he has been called, established a new major league home run record, which is likely to stand for years to come, unless this young mastadon breaks it himself. He hammered the ball for twenty-nine circuit drives. The old mark was twenty-five, held by "Buck" Freeman.

**TY COBB LEADS BATTERS**

Ty Cobb, the marvel of the hitters, once again headed the batting list with an official mark of 384 in 124 games. Thus it came about that he stood at the top for the twelfth time in thirteen years, a truly remarkable record.

Grover Cleveland Alexander, of the Chicago Cubs, led all National League pitchers with a mark of 1.72 earned runs per game, while Walter Johnson, of the Washington Senators, earned the honors in the American League, although the official mark has not yet been announced.

Eddie Roush of Cincinnati was the leading National League hitter with a percentage of .321 in 133 games.

Fred Luderus, first baseman of the Phillies, set a new mark by playing in 479 consecutive games over a period of several years. Eddie Collins of the Chicago White Sox held the previous record.

**A $100,000 GATE**

Baseball reached its first $100,000 gate in the sixth game of the World's Series in Cincinnati on October 7, and the total receipts were $101,768. This is more money than was ever before received for a single game in the history of the sport.

The World's Series also established new figures for attendance and receipts at eight games, the same number played in a previous World's Series between the Giants and the Red Sox. The total paid attendance was 236,928, and the total receipts $722,414.

Carl Mays, the pitcher, was sold by the Boston Red Sox to the New York Yankees for a price said to be $75,000, the biggest in the history of the sport. This included two players—Allan Russel and Bob McGraw, since repurchased. Incidentally this deal involved the the American League in a battle which is now being fought out in the courts.

Charles A. Stoneham, John J. McGraw and Judge Francis X. McQuade bought the New York Giants on January 15 from the estate of the late John T. Brush for a price in excess of $1,200,000.

The Washington Senators also changed hands a few days ago, passing into the control of Clark Griffith, manager of the team, and William M. Richardson of Philadelphia. The price was said to be $400,000.

**MINOR LEAGUES BREAK AWAY**

Before the playing season opened the minor leagues broke away from the major leagues, and the national agreement was abrogated except so far as the two factions agreed in respect to the contract and territorial rights of each other.

This made the National Commission, a Supreme Court of baseball, in name only. It was agreed early last spring to name a new Chairman, and committee was appointed to bring this about, but August Herrmann still sits in the chair.

In the National League race, the Cincinnati Reds fought their way

to the top in August, after a sensational struggle with the New York Giants in which they won four games out of six at the Polo Grounds—and stayed there until the end.

The Giants looked like possible winners most of the year, but broke slightly under the high pressure.

**AMERICAN RACE FAST**

The American League race furnished a bitter struggle with the White Sox in the van most of the way, but with the New York Yankees, Detroit Tigers and the Cleveland Indians pressing closely at different times. Cleveland hung on the longest, and kept the issue in doubt to within four or five games of the finish.

For the first time in the history of baseball, the World's Series was increased to five out of nine games, from four out of seven. The White Sox were the favorites, but the Reds, carried along by their own momentum combined with a strong morale and good pitching, earned the decision, five games to three.

**AN INTERNAL FIGHT**

The internal fight now going on in the American League with Ban Johnson, supported by his five "loyal" clubs—Detroit, Cleveland, Washington, St. Louis and Philadelphia—arrayed against the three richest clubs in the circuit—New York, Chicago and Boston—is too recent to need any review. It grew out of the suspension of Carl Mays by the President of the American League and will be settled only after many court proceedings.

Incidentally the major league played through a short schedule of 140 games, but will go back to 154 next year.

Sunday baseball passed the gamut of legislation in New York and this did much to aid to the prosperity of the New York and Brooklyn Clubs, besides furnishing recreation to thousands.

The defunct Federal League gained a decision against organised baseball on the ground that it was monopoly or an attempt at monopoly, and therefore in violation of the Sherman Law. This finding was appealed, and final settlement may not be reached inside of a year.

John A. Heydler, President of the National League, in his annual report made this significant statement:

"Passing to the credit side of the year's work, we are all to be congratulated on the thorough and rapid manner in which baseball made the transition from a war-time non-essential to an after war public necessity and stabiliser. Baseball has full reason to be proud of its share in the reconstruction and in its share of furnishing money to the Treasury Department at Washington to help pay the price of victory. We have it on the best Government authority that no interests contributing to the national taxes have shown a finer spirit of co-operation than has professional baseball. It came through right, with a rating of 100 percent."

Among those closely identified with baseball who died during the year should be mentioned: Herman (Duke) Schaefer, famous as a diamond comedian; James O'Rourke, who played with the Giants from 1885 to 1892; Jim Delehanty, whose six sons have won fame in the sport; Jake Stenzel, one-time hard hitter of the Pittsburgh Pirates, and Cy Seymour, long center fielder of the Giants.

## Sport And Stage

(Continued from Page 1)

going to be such a money-maker either to himself or to his managers. I have seen American papers that state the match will take place "Somewhere in America, or perhaps Mexico" on July 4. This is quite a good date for Dempsey. But it looks as if our curiousity will not be satisfied until early in 1921.

This custom of making over night actors of prizefighters like John. L. Sullivan, James. J Corbett, Bob Fitzsimmons, James J. Jeffries, Billy Wells, Dempsey and Carpentier is but pandering to a public. It does not improve the sport. Of the above list of fighters there not one had any natural histrionic talent except perhaps Corbett. But the public wants to see them and very funny it is too at times.

It is impossible to forget the shamefaced way in which the great John. L. Sullivan said "Mother, I'll take care of you now." Nor would it be good to have missed seeing Bob Fitzsimmons in "The Honest Blacksmith." When the virtuous maiden was pursued by the designing villain, Robert knocked him down, and the girl, throwing her arms around his neck cried, "Oh, Bob, God will reward you!" "Don't mention it," said Bob.

### NO 'UNT YESTERDAY

Because of the condition of the ground after the rains there was no paper hunt yesterday.

MARTIN'S APIOL & STEEL PILLS for Ladies
A French Remedy for all Irregularities. These wonderful Ladies home box of Martin's Pills in the house in the first case of any irregularity of the first or a timely dose may be administered. Those who use them recommend them, hence their extensive sale.

## At The Theaters

The management of the Apollo announces that on February 12, 13, 14 and 15 the booking is to be "Code of the Yukon," starring Mitchell Lewis. It is described as being a select drama, select photography and a select cast. The play is a stirring romance of the Far North that is sure to appeal.

At today's matinee the bill at the Apollo will be two episodes of "Protea IV" and Gypsy dances and songs.

Tonight the Apollo will offer "The Bishop's Emeralds," a six-part drama. The performance will also mark the last appearance here of the gypsy dancers and singers.

Tomorrow the final episode of "Protea IV." will be shown together with other attractive film features.

**RUSSIAN DRAMA**

The third performance of the Russian Drama is to be presented at the Victoria Theater on Thursday, February 12, according to an announcement made last night. The bill is to be "Mister Wu," a great success and a play which is well worth seeing. It will hold special interest here as it touches on the life of foreigners in China. Special scenery is to be used.

**AT THE VICTORIA**

"The Honor System," described as being the greatest human story ever told, is the bill at the Victoria today and tomorrow. It is a William Fox production directed by R. A. Walsh and said to be his masterpiece. All New York talked about "The Honor System" during its four months run in the American metropolis and it is described as being full of action, world-wide in its appeal and wonderfully staged. Special music is promised.

**THE ISIS BILL**

Theda Bara is to be seen at her best in the six-reel William Fox production "Infidelity" at the Isis today at matinee and night performances. At the matinee the added feature will be four episodes of "Houdini" and in the evening Pathe's latest gazette and a one-reel comedy "Wiffles in the Alps" will be on the bill.

**JEWISH PLAYERS**

The Jewish Dramatic-Operette Company has announced a bill to be presented at the Apollo on February 11 that is certain to attract a good house. It is "Yekel der Balagule" (Yekal, the Expressman). This bill is filled with good singing and dancing and has been popular wherever it has been produced.

**TOWA CINEMA**

Offerings at the Towa today include a Japanese drama and a comedy. Both are described as being attractions of the first class.

## ORGANISED BALL IS IN NO DANGER

### Johnson Does Not Anticipate Break Of Insurgents From Ranks

No danger to the structure of organised baseball or to the championship season of 1920 exists in the factional fight of the American League, according to George W. Miller, attorney for President Johnson, to whom the American League executive referred all questioners on his return from New York.

The only damage the belligerent three club owners can do the next baseball campaign, Attorney Miller said, is to refuse to open their parks and enter teams in the race. This action, he said, is not anticipated.

"The American League will continue to function in the interest of clean sport," Attorney Miller said, "in spite of all efforts to hamper President Johnson in the performance of his executive duties.

"After the Three dissenting club owners have had time to cool off, another meeting will be held in legal form, and whatever business is necessary to conduct the coming baseball season will be transacted. That meeting will be called by the president and the time and place will be designated by him.

"We expect the three minority owners to attend it, but if they do not, it will not prevent the preparation for playing baseball next season and the minority can rest assured that its interests will be protected.

"The action of the retiring board of directors at their meeting in advance of the league session contains no danger to the welfare of baseball or the continuation of Mr. Johnson in the presidency."

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# University Of Oregon Football Team Lost To Harvard On January First

University of Oregon football team.

The gridiron contest between Harvard and the University of Orgeon, on New Year's Day, will probably open the way to an annual inter-sectional football contest between the champions of the East and West to decide the American championship. This, at least is the hope of football enthusiasts throughout the country. Much criticism of the methods of selecting All-American teams in the East has come from the football critics of the West. They point and rightly, to the fact that Coast and Middle-West gridiron stars were ignored in the Eastern selections.

# *Touchdown By Substitute Wins For Harvard Eleven*

(Continued from Page 1)

Harvard throwing everything it had at the lighter Oregon team and the Yellow Jackets standing like a wall. For once the Crimson army seemed utterly baffled and bewildered against the determined little army of the West.

The weather favored Harvard. There as no California sunshine to run the mercury up into the seventies. The day was comparatively cool for this season and a hint of rain boosted the Harvard stock. For the crowd the weather was ideal. No sunshine to make watching the game difficult from the sunny side and not enough of a chill to make heavy wraps necessary. The result was that the brilliant gowns made the stands even more picturesque.

At 2 o'clock every seat was filled, more than 35,000 filtering in. On the west side of the field Harvard had two sections of rabid rooters, who arose en masse to greet Captain Billy Murray and his cohorts as they ran onto the field. The Oregon enthusiasts were quartered directly opposite the Harvard contingent and gave their team the glad hand.

At 2:15 o'clock an airplane containing Al St. John, the movie comedian, dropped toward the gridiron and dropped the pigskin, decorated with the colors of both teams, which was to be used to start the game. The south goal was entwined with Oregon colors, and the sticks at the other end of the field swung the crimson of Harvard.

Harvard wore numbers for the first time in its football history—large white numerals, with Captain Murray the No. 17 man and Eddie Casey sporting No. 3. "Bad Bill" Steers, the Oregon wonder worker, was tagged. Douglas Fairbanks and Charley Chaplin met "Alkali Joe" Hughes, the Pullman porter, who was Harvard's mascot, for a short chat.

Captain Murray of Harvard called the toss of the coin and chose the south goal and the right to receive the kick-off. Steers kicked off to R. Horween, who ran five yards to Harvard's 25-yard mark. Horween recovered a Harvard fumble in the latter's 40-yard line. One rush failed and Huntington ran to Harvard's 22-yard line, but Oregon was caught holding and set back to the 40-yard line. Huntington made a yard and Steers added four. Steers's pass went wide, and his attempt for a drop-kick goal went five yards wide of the bars. Casey made two yards for Harvard on the next play. R. Horween punted to Jacobberger on Oregon's 40-yard stretch.

Huntington and Brandenberg ran eight yards and Steers punted to Harvard's 15-yard line. Casey got around Howard for twenty yards and A. Horween made five yards. Huntington recovered when R. Horween fumbled near midfield. Steers made six yards after two teammates failed to puncture Harvard's line.

**RALPH HORWEEN HURT**

Steers then punched center for first down on Harvard's 43-yard line, and added three on his next assault. Arnold Horween recovered Oregon's fumble on his 40-yard line and his brother Ralph promptly punted to the opposing 40-yard mark, where Jacobberger fumbled and Captain Murray pounced on the ball. Harvard's first real break came when Captain Bill called on R. Horween for two yards, and Eddie Casey made three more. Murray's pass to Casey went wide.

R. Horween's drop kick from his 45-yard line was blocked by Williams. Anderson recovered for Oregon, and in trying to get the ball Ralph Horween's chipped collarbone was thrown out of place. Freddy Church replaced him at fullback.

Jacobberger made ten yards and carried the ball to Harvard's 27-yard line. Three rushes, with "Bad Bill" Steers once carrying the ball, yielded another first down. On the next rush Steers poked off left tackle for five yards and added two more around Steele. Huntington made first down on Harvard's 17-yard line. A forward pass, Steers to Huntington, went astray when an Oregonian was offside, but the ball still was the Westerners' on Harvard's 15-yard line as the first period ended.

One play failed, then Steers dropped back and kicked a field goal from the 25-yard line for the first score of the contest. Steers carried A. Horween's kick-off back to his 22-yard line. Two rushes yielded five yards and Steers decided to punt, Captain Murray running the ball five yards to his 40-yard line. Casey walked through Bartlett for eight yards but Church nullified this gain by running outside for a three-yard loss.

**HARVARD'S TOUCHDOWN**

A forward pass from Captain Murray to Casey earned twenty-five yards, carrying Harvard to Oregon's 35-yard line. Arnie Horween made five yards and Casey caught another toss from Murray for fifteen yards. Oregon was outside on the next play, and Harvard had the pigskin on the opposing team's 15-yard line. With keen interference, Church circled Bartlett for fifteen yards and a touchdown, placing the ball directly behind the uprights.

Arnold Horween kicked an easy goal. Huntington brought A. Horween's kick-off to his 30-yard line. Steers and Huntington failed to gain. Steers, forced to punt, lifted one for Murray on the Crimson's 33-yard line. Church, on the next play, kicked behind Oregon's goal, giving the latter team the ball on its 20-yard line. Steers made eighteen yards around Steele's end. Time was called for "Bad Bill" Steers. Skeet Manerud, the 125-pound substitute quarterback, took Steer's place as the latter was helped off the field. Jacobberger opened up with five yards, and on the next play the ball went outside being brought to the center of the field on Harvard' 45-yard line.

Brandenburg's drop-kick was blocked, but he jumped and recovered the ball. Manerud lost five yards. Arnold Horween's fine tackling was sending the Oregon backs to the field like a trip-hammer. With the fourth down and ten to go, Manerud punted to Harvard's 18-yard line.

Church then punted fifty yards to Oregon's 40-yard line, with Manerud gaining five on the way back. After two rushes failed, Brandenburg smashed off tackle for eight yards, and Harvard was penalised to its 44-yard line for holding. Huntington speedily brushed by right guard to Harvard's 14-yard line and two more yards were added for extra time out.

**OREGON SCORES AGAIN**

Oregon was caught holding and lost fifteen yards. Afterward a pass failed, but little Manerud, the Oregon quarterback, on the fourth down drop-kicked a goal from the 32-yard line. It was neatly done.

Brandenberg ran A. Horween's kick-off twenty yards back to his 30-yard line. On the next play Manerud skirted right end for seventeen yards. The half ended with the score: Harvard, 7; Oregon, 6.

Jacobberger ran back A. Horween's kick-off twenty yards as the third period opened. Manerud was forced to punt as his backs failed him, and Captain Murray was thrown in his tracks on Harvard's 22-yard line. Between Casey and Church ten yards were made. Bartlett caught Church trying to circle Mort Howard. Church's forty-yard punt to Huntington landed on Oregon's 22-yard line.

Brandenberg was thrown for a five-yard loss, and Coach Fisher substituted Brown, a guard, for Kane at right tackle. Manerud tried one play and then punted to Harvard's 40-yard line, when Church returned the peg to Oregon's 30-yard line. Murray caught a short line drive punt and made five yards. Here Babe Felton, who did wonderful work in the Princeton and Yale games, relieved the Harvard leader.

Casey was sent through Mautz for four yards, and on the next play Harvard was penalised for offside. Felton to Casey, via the forward pass, made fifteen yards and brought the ball to Oregon's 20-yard line. A pass to Church went wide.

**OREGON FORCED TO PUNT**

Howard, of Oregon, recovered in Oregon's 28-yard line as Church fumbled. As his team was unable to rush the ball. Sid Leslie punted to Felton on Harvard's 37-yard line. Church got five yards on a fake play, but failed the next time. He then punted forty yards to Oregon's 22-yard line. In five rushes Oregon went twenty yards, with Brandenberg making most of the gains.

Steele, of Harvard, retired in favor of Phinney. Another first down was made by the Oregonians, and Huntington broke loose just afterward and scampered to Harvard's 34-yard line. Casey threw Huntington for a loss. Skeet Manerud tried to duplicate his drop kick goal of the previous period, but the ball went wide.

Church started the Harvard play by punting to Oregon on the latter's 43-yard line. Jacobberger lost a yard, and a fumble by the same man was recovered by one of his team mates on his 40-yard line as the third period ended. Harvard still held its razor-edged lead.

Steers started the final period, replacing Jacobberger. After one play he punted behind Harvard's goal line, the ball being brought to the twenty-yard line. Casey slipped after traveling three yards and Church's punt fell into Manerud's hands on his forty-yard line. Brandenberg made ten yards in a whirling rush, but Oregon soon lost five yards of this for holding.

On the next play Harvard drew a fifteen-yard penalty, giving Oregon first down. Steers ran five yards to Harvard's thirty-five yard line. His next attempt to drop kick from the thirty-yard line went wide.

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1 Brassie
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1 Ball.
All for M.$33. 5
You can select them from our new stock just arrived.
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## Inter-Club Billiards League

(Week ending February 7)

| POLICE | V. | THIRTY |
|---|---|---|
| Capt. Barrett ..... 260 | | E. F. Fastings ..... 300 |
| C. J. Bull ..... 300 | | J. V. Jensen ..... 294 |
| J. Sullivan ..... 273 | | T. E. Poignand ..... 300 |
| P. W. Reeves ..... 300 | | S. Chilver ..... 284 |
| E. W. Everson ..... 300 | | G. V. Jensen ..... 235 |
| 1433 | | 1413 |

(T. E. Poignand made a break of 51).

| MASONIC | V. | PORTUGUEZ |
|---|---|---|
| J. W. Prince ..... 300 | | F. P. da Silva ..... 124 |
| R. Phillips ..... 300 | | J. Webster ..... 227 |
| F. W. Jones ..... 300 | | C. B. Remedios ..... 264 |
| C. Matthews ..... 300 | | V. Pereira ..... 216 |
| J. F. Milne ..... 300 | | L. Ferreira ..... 191 |
| 1500 | | 1022 |

(J. W. Prince made a break of 56).

| LUSITANO | V. | M. E. INST. |
|---|---|---|
| E. D. Bush ..... 300 | | J. E. Grant ..... 188 |
| J. M. C. Lopes ..... 291 | | G. M. Boyes ..... 300 |
| C. M. P. Remedios ... 267 | | J. E. Wilson ..... 300 |
| F. A. Alvares ..... 300 | | W. S. Campbell ..... 157 |
| J. P. Campos ..... 300 | | A. Sharp ..... 103 |
| 1458 | | 1048 |

| POWHATTAN | V. | CUSTOMS |
|---|---|---|
| C. S. Peacock ..... 300 | | G. B. Stormes ..... 218 |
| H. E. Brewer ..... 300 | | T. Mellows ..... 186 |
| H. Langley ..... 300 | | Capt. Gowing ..... 167 |
| R. Bailey ..... 300 | | F. Stormes ..... 285 |
| P. H. Cobb ..... 237 | | H. McFarland ..... 300 |
| 1437 | | 1156 |

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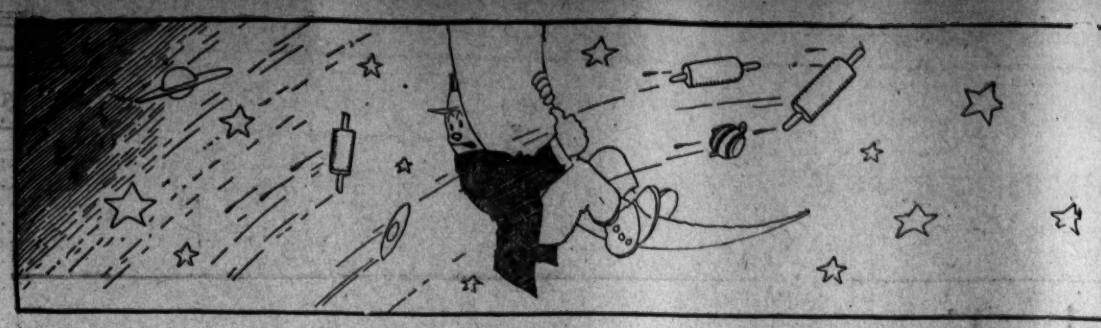
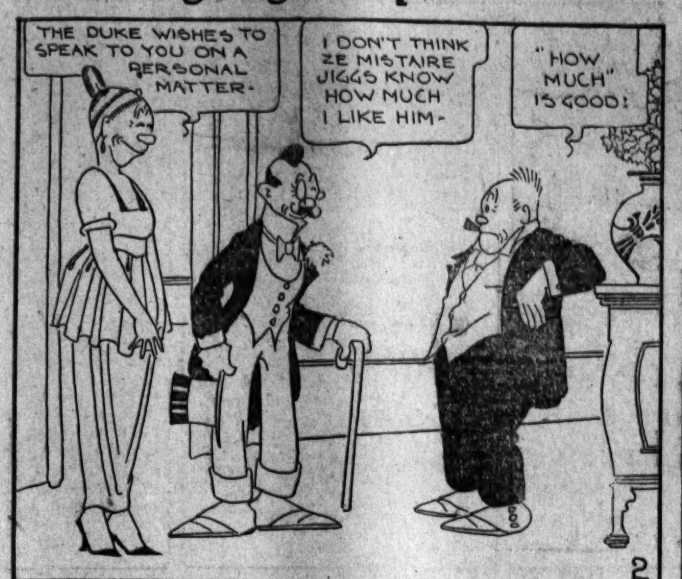


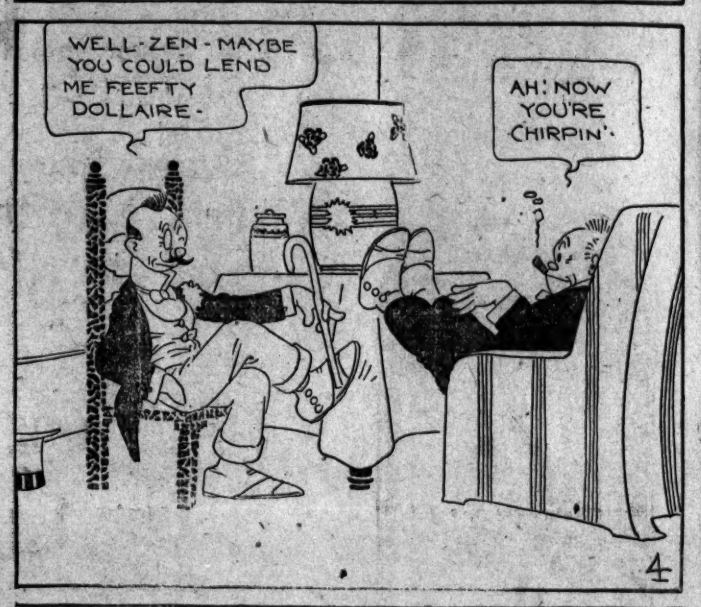
# Comic Picture Section

**Sunday, February 8th, 1920**

## Bringing Up Father

OH! FATHER - I DON'T WANT TO MARRY THAT DUKE - HE'S A NICE BOY BUT I DON'T LOVE HIM -
I LIKE HIM TOO BUT I'D HATE TO HAVE TO LOOK AT HIM EVERY DAY MESELF - SO DON'T WORRY -
1


THE DUKE WISHES TO SPEAK TO YOU ON A PERSONAL MATTER -
I DON'T THINK ZE MISTAIRE JIGGS KNOW HOW MUCH I LIKE HIM -
"HOW MUCH" IS GOOD!
2



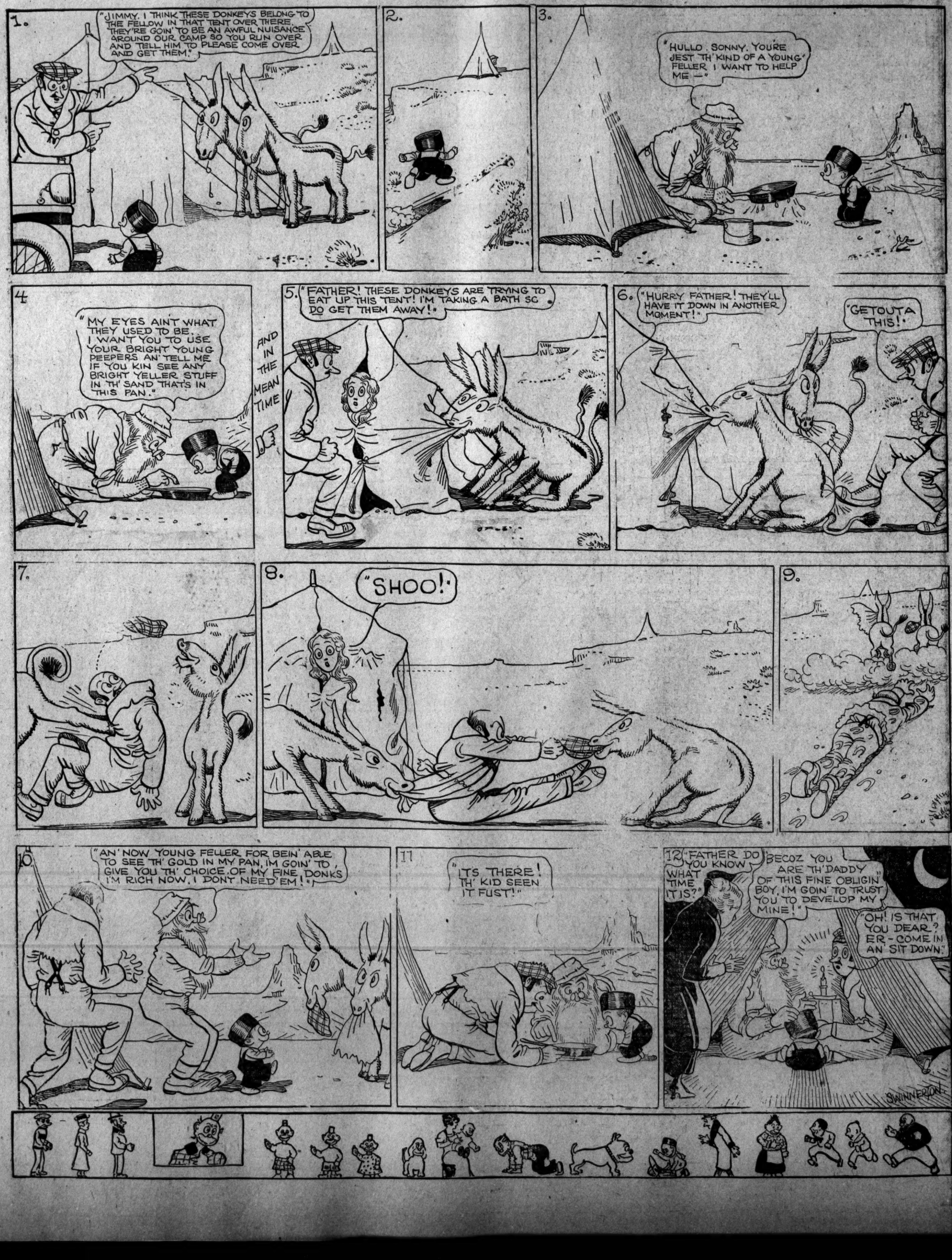
AH! ZEN I GET ZE FEEFTY.? YES?
NOW - LISTEN - MAGGIE'S BEEN HIRIN' PEOPLE TO TRAIN ME AN' I'M GITTIN' TIRED - I'LL HIRE YOU TO TRAIN ME IN ME OWN WAY - GET ME?
5

JUST KEEP ON SHOWIN' ME HOW TO PASS AROUND SANDWICHES AN' I'LL TELL YOU WHEN TO QUIT -
YOU'RE ALL RIGHT DUKE -
HE ISN'T A BAD GUY EVEN IF HE IS A DUKE - IS HE?
EAT!!
8

AH! MRS. JIGGS - I JUST DROPPED IN TO SAY - HELLO - WHERE IS MR. JIGGS?
HE - WENT TO THE ART GALLERY WITH THE DUKE MR. JIGGS IS NUTTY ON ART - THERE'S THE BELL - IT MUST BE HIM NOW!
9

SO YOU'VE BEEN AT THE ART GALLERY - WHAT DO YOU THINK OF BOTTICELLI
DOOK - TELL HER WHAT I THINK -
MISTAIRE JIGG - HE THINK BOTTICELLI VAIR FINE -
10

# Little Jimmy


1.
"JIMMY. I THINK THESE DONKEYS BELONG TO THE FELLOW IN THAT TENT OVER THERE. THEY'RE GOIN' TO BE AN AWFUL NUISANCE AROUND OUR CAMP SO YOU RUN OVER AND TELL HIM TO PLEASE COME OVER AND GET THEM."
2.
3.
"HULLO. SONNY. YOU'RE JEST TH' KIND OF A YOUNG FELLER I WANT TO HELP ME —"
4
"MY EYES AINT WHAT THEY USED TO BE. I WANT YOU TO USE YOUR BRIGHT YOUNG PEEPERS AN' TELL ME IF YOU KIN SEE ANY BRIGHT YELLER STUFF IN TH' SAND THAT'S IN THIS PAN."
AND IN THE MEAN TIME
5. "FATHER! THESE DONKEYS ARE TRYING TO EAT UP THIS TENT! I'M TAKING A BATH SO DO GET THEM AWAY!"
6. "HURRY FATHER! THEY'LL HAVE IT DOWN IN ANOTHER MOMENT!"
"GETOUTA THIS!"
7.
8.
"SHOO!"
9.
10
"AN' NOW YOUNG FELLER FOR BEIN' ABLE TO SEE TH' GOLD IN MY PAN, I'M GOIN' TO GIVE YOU TH' CHOICE OF MY FINE DONKS I'M RICH NOW. I DON'T NEED 'EM!"
11
"IT'S THERE! TH' KID SEEN IT FUST!"
12
"FATHER DO YOU KNOW WHAT TIME IT IS?"
BECOZ YOU ARE TH' DADDY OF THIS FINE OBLIGIN' BOY, I'M GOIN' TO TRUST YOU TO DEVELOP MY MINE!"
"OH! IS THAT YOU DEAR? ER - COME IN AN' SIT DOWN."
SWINNERTON